

HEARINGS

BEFORE THE

COMMITTEE ON THE LIBRARY

HOUSE OF REPRESENTATIVES

ON

H. R. 13045

A BILL EMPOWERING COMMISSION TO SECURE PLANS AND DESIGN
FOR A MEMORIAL HIGHWAY IN MEMORY OF ABRAHAM
LINCOLN FROM THE CITY OF WASHINGTON TO
THE BATTLE FIELD OF GETTYSBURG IN
THE STATE OF PENNSYLVANIA

MARCH 5 AND 6, 1912



COMMITTEE ON THE LIBRARY.

HOUSE OF REPRESENTATIVES.

[Committee room, 278 House Office Building.]

JAMES L. SLAYDEN, Texas, *Chairman*.

EDWARD W. TOWNSEND, New Jersey.

AUGUSTUS P. GARDNER, Massachusetts.

LYNDEN EVANS, Illinois.

CHARLES E. PICKETT, Iowa.

CHESTER HARRISON, *Clerk*.

MEMORIAL HIGHWAY IN MEMORY OF ABRAHAM LINCOLN.

COMMITTEE ON THE LIBRARY,
HOUSE OF REPRESENTATIVES,
Washington, March 5, 1912.

The committee met at 10.30 o'clock a. m., Hon. James L. Slayden (chairman) presiding.

The CHAIRMAN. Gentlemen, the committee has assembled for the purpose of hearing what may be said in support of H. R. 13045. This particular meeting was called at the request of Mr. Borland, and we will recognize him as being in charge of the matter and let him put on his witnesses as he sees fit, with the simple request that the hearing be expedited as much as possible, because each member of this committee has other things that require attention. We are going to give you to-day, but would like to push it along as fast as possible, and would like to have you make your speeches as brief as can be done.

Mr. BORLAND. I would like to have Mr. Talbott make the first address.

STATEMENT OF HON. JOSHUA F. C. TALBOTT, A REPRESENTATIVE FROM THE STATE OF MARYLAND.

Mr. TALBOTT. Mr. Chairman, I will not occupy your time more than a very few minutes. I am an old Confederate soldier myself, and we of the South, so far as we are able, have erected monuments and memorials to our people, and I do not think a more fitting memorial can be erected to President Lincoln than a highway connecting the National Capital with the battle field that was the high-water mark of the advance of our people. The war is over, and we would all like to have, so far as I know, this memorial erected to President Lincoln. Of course it would be a benefit to our State, and that part of it through which it is constructed would be greatly beautified. I do not believe that any other memorial could be or would be more appreciated by the people at large than this highway. The monument is something—everybody has a monument, and if we had a memorial in the shape of a monument in Washington people would come and see it here in the same way that they do other monuments, but this highway would be something different from anything else. It would confer a benefit upon the people as well as being an ornament to the country, and would be appreciated by everybody. A road connecting the Capital with this great battle field will be used by thousands and thousands of people as long as the world lasts. Historians will visit it, Army officers will visit it, and people of all nations. It can be constructed at no very great outlay, but I do not think the question of outlay ought

to be considered in this matter. If you are going to build a memorial to President Lincoln you ought not to stop to talk about what it is going to cost. The whole Nation, in my mind, is willing to unite in that work.

I could not say more if I would talk a great deal longer, and I hope, gentlemen, that you will give this bill favorable consideration and report it out at an early date. I do not believe you will have any trouble in passing it through Congress.

I thank you for your courtesy.

STATEMENT OF HON. WILLIAM P. BORLAND, A REPRESENTATIVE FROM THE STATE OF MISSOURI.

Mr. BORLAND. Mr. Chairman and gentlemen of the committee, I realize that you are all busy men, in the midst of a busy session, and we have no desire, having a large delegation of busy men here, to unnecessarily consume their time or yours, but this is a matter that interests so many different organizations and so many different people of the Nation that we want to give it the proper amount of consideration and the proper amount of emphasis. The bill before this committee is H. R. 13045, a bill to amend an act which was passed in the closing days of the Sixty-first Congress, Public act 346, entitled, "An act to provide a commission to secure plans and designs for a monument or memorial in memory of Abraham Lincoln." That act appropriated \$2,000,000 for that purpose and made \$50,000 immediately available for the purpose of securing plans and providing for the commission, the Lincoln Memorial Commission, composed of seven persons, of which President Taft was chairman, the other members being Senators Cullom, Money, and Wetmore, and Representatives McCall, Cannon, and Clark. That law contains the words "a memorial in the city of Washington, District of Columbia, to the memory of Abraham Lincoln."

When it was discovered by the people largely interested in perpetuating the memory of Abraham Lincoln that this memorial was limited to the city of Washington, an effort was made to amend the wording of that law to permit the commission to consider this boulevard plan to Gettysburg. We called on the commission—Gen. Hopkins, of the Grand Army committee, and members of organized labor and other organizations interested in the matter—and laid it before the commission in their last session last summer. They decided that the wording of the law limited them to a memorial in the city of Washington; hence this bill, 13045, to extend the powers of that commission, that it be "directed and empowered to determine on a location, plan, and design for a national highway from the city of Washington to the battle field of Gettysburg, in the State of Pennsylvania, to be known as the Abraham Lincoln Memorial Highway, together with all appropriate decorations thereof, including entrance arches at the terminals, ornamental bridges, and report the same to Congress, together with its recommendation thereon. Said commission is directed and empowered to negotiate with the States of Maryland and Pennsylvania with a view of securing the consent of such States, or political subdivisions thereof, for the creation of said highway." Now, the original law provided that the report of the Lincoln Memorial Commission should be transmitted to Congress for final approval. That

has not yet been done, so the matter is still under the authority of Congress. Whether we enlarge the powers of that commission by this law to permit them to report upon the highway plan, which they now claim they have no power to do, or whether we substitute the highway plan for the plan which they will report, is a simple question of procedure. The main thing is to get before this committee the facts and views of these various organizations as to the desirability of the highway plan as opposed to the monument plan.

The city of Washington is a beautiful capital. It always will be, and very soon it will be the most beautiful—it is now, in my mind, the most beautiful capital in the world. When I first became a Member of Congress, I was walking up the street here with a gentleman who had served in Congress much longer than I had. We passed monument after monument to dead men, some of them men whose names and services we could not remember, and this gentleman said, "The longer I live in Washington the longer I am convinced that somebody's suggestion that we ought to buy a plat of ground out here some place and put all these monuments in there and keep them in there is a good one. Let them build all the monuments they want to in some plat of ground that we could have reserved for that purpose." That gentleman is here, and in the political course of events has received the well-deserved honor of being made chairman of the Committee on the Library in the House of Representatives. I was well convinced from that moment that there is a limit to the extent that we can beautify the city of Washington by mere monuments and memorials to dead men, many of them dead memorials to dead men. It doesn't make a particle of difference how much money we spend on these monuments, nor what artists we employ, because the very next generation of artists have different school of art and tell us that these things are not art and ought to be torn down and destroyed. There is scarcely a memorial to-day in the city of Washington, with the possible exception of the Washington Monument, that has escaped that ridicule. So there is a limit, as I say, to the beautifying of Washington by memorials of the kind proposed. Now, opposed to that is the highway from Washington to the battle field of Gettysburg, the only spot within reach of Washington that is historically and sentimentally imbedded in the minds of the American people as commemorative of the memory of Abraham Lincoln.

The proposition, as I understand it, that has received the approval of most of the gentlemen on this Lincoln Memorial Commission is some sort of a Greek temple to be erected at some point on the Potomac Drive. A memorial merely of an ornamental style to commemorate a man like Lincoln is to assume the most common form, the most hackneyed form of ornamental construction that is most known among architects. It is strange that universal form, the model of the Madeline Church of Paris and the Treasury Building of Washington, and of scores of other public buildings, is to be commemorative of the services of Abraham Lincoln. There is absolutely no connection between that Greek temple at a remote point on the Potomac Drive and Abraham Lincoln. Lincoln was as plain a man as ever trod the surface of this continent. He was as close to the everyday life of this people and as far removed from the classic stiffness and dignity of this kind of memorials as it is possible for the human mind

to conceive of. That simply illustrates the difficulty of spending \$2,000,000 of the people's money on any structure big enough to use that amount of money or to amount to a memorial at all. Another difficulty is that \$2,000,000 put into a similar memorial of any kind in the city of Washington anywhere will necessarily come in competition with the Washington Monument. That introduces still another difficulty, of finding something radically different from the Washington Monument, in order to prevent unfavorable contrasts and competition. This boulevard from Washington to Gettysburg has received the indorsement of the Grand Army of the Republic. In fact they are the advocates, the sponsors for it. Their committee, of which Gen. Hopkins here is chairman and Gen. Black is a member, have been working for that change. That committee was selected at their last annual encampment, August 24, 1911. Gen. Gilman, commander in chief of the Grand Army of the Republic, has written me a very strong letter in favor of it. I also have other letters from the Grand Army commander of Pennsylvania, Grand Army commander of New Hampshire, the Grand Army commander of Massachusetts, the Grand Army commander of South Carolina, the Grand Army commander of Indiana, the Grand Army commander of Delaware, the Grand Army commander of Ohio, Gen. Hill of Massachusetts, the grand commander of Tennessee, the grand commander of South Dakota, and the grand commander of Maine.

Mr. TOWNSEND. All of the same general tenor?

Mr. BORLAND. Yes; all of the same general tenor. The New Hampshire man says:

HON. WILLIAM P. BORLAND, M.C.,

Washington, D. C.

FEBRUARY 12, 1912.

SIR: A copy of your speech advocating a memorial highway from Washington to Gettysburg is before me, and I can not resist the inclination to personally thank you for the sane and sensible plan you have outlined. It is excellent, and I hope we may see it realized. With profound respect.

Yours, very truly,

O. B. DOUGLAS, M. D.,

Concord, N. H.

MARYVILLE, TENN., February 27, 1912.

HON. WILLIAM P. BORLAND,

Washington, D. C.

DEAR SIR: I indorse every word you say in your memorial speech for the Lincoln memorial highway to Gettysburg and hope the committee in charge will also see it.

Yours, very truly,

J. B. ZEIGLER.

CORNELIA, GA., February 21, 1912.

HON. WILLIAM P. BORLAND,

Washington, D. C.

MY DEAR SIR: I have read your speech Lincoln highway, with a great deal of interest. Speaking for the old vets (I am National G. A. R. committeeman for Georgia), we are all heartily in favor of it, instead of a stone pile down on the Potomac, and I have so written my Congressman, Tom Bell, Ninth congressional district of Georgia.

Sincerely trust you will win.

Truly, yours,

I. C. WADE.

KITTERY, ME., February 22, 1912.

HON. WILLIAM P. BORLAND, M. C.,

Washington, D. C.

DEAR SIR: I have just received your speech of July 28, 1911, in favor of a highway from Washington to Gettysburg as a memorial to Lincoln; have read every word of it;

it is sensible; it is just, appropriate, and American. I thank you for your views relating to that and matters of that kind which are implied in your remarks.

The Appian Way, built by the Romans, stands to-day, while many of the monuments and tombs have crumbled to dust by its margins. You are on the right line; keep straight ahead.

Very respectfully,

MOSES A. SAFFORD.

LYNN, MASS., *February 5, 1912.*

WILLIAM P. BORLAND, M. C.

DEAR SIR: I have just read your letter and speech in the House of Representatives on the Lincoln way. I will say that it will give me great pleasure to be present at the hearing on March 5, at 10 a. m.

Your speech expresses the sentiment of the Grand Army of the Republic in the fullest degree and I sincerely hope the remnant of the men who wore the Union blue may live to see the Lincoln memorial highway from Washington to Gettysburg completed.

Yours, truly,

ELI W. HALL.

CINCINNATI, OHIO, *February 5, 1912.*

HON. WILLIAM P. BORLAND, M. C.,
Washington, D. C.

DEAR SIR: I am in receipt of your letter of February 3, and also copy of speech on the Lincoln memorial. I am heartily in accord with you and hope your bill will pass and that Lincoln will have a fitting monument, not only ornamented with arches and decorated bridges, but a highway unique in its character, permanent in its establishment, useful as a public highway, and a fitting testimonial to the lasting work of our great war President.

I can not be in Washington but will commend your efforts and express the hope that you may be successful.

Very respectfully,

E. R. MONFORT.

TOLEDO, OHIO, *February 5, 1912.*

HON. WILLIAM P. BORLAND,
House of Representatives, Washington, D. C.

MY DEAR SIR: I have your letter with your speech concerning the proposed Abraham Lincoln memorial highway. I agree entirely with your views on the subject, and if it is worth while, you may quote me as indorsing your bill. If I should express my views generally on the question it would only be a repetition of what you have said in your speech. I was a western soldier and did not participate in the Gettysburg battle, but I believe the survivors of the Civil War would recognize "a great highway" from Washington to Gettysburg as altogether a most appropriate national memorial of Abraham Lincoln.

Thanking you for your invitation to be present at the hearing before the Library Committee and regretting that there is very little prospect of my being able to attend, I am,

Sincerely, yours,

J. K. HAMILTON.

HEADQUARTERS DEPARTMENT OF DELAWARE,
GRAND ARMY OF THE REPUBLIC,
Wilmington, Del., February 18, 1912.

HON. WILLIAM P. BORLAND,
Representative from Missouri.

MY DEAR SIR: I have received your speech of Friday, July 28, 1911, and I certainly am heartily in favor of the Lincoln Highway from Washington to Gettysburg as the most appropriate memorial that can be erected by the National Government to our martyred President, and will try and have my department send recommendations to our Representatives from this State asking them to work and vote for that object.

Thanking you for your kindness, I have the honor to be

Yours, respectfully,

J. S. LITZENBERG,
Assistant Adjutant General.

INDIANAPOLIS, February 15, 1912.

Hon. WILLIAM P. BORLAND,
House of Representatives, Washington, D. C.

MY DEAR FRIEND: I want to thank you for a copy of your speech on the memorial highway from Washington to Gettysburg which I received a few days ago. I have read it very carefully and heartily indorse all you say, and believe your sentiments in the matter would receive the indorsement of the Department of Indiana, Grand Army of the Republic.

Very truly and fraternally.

J. R. FESLER,
Assistant Adjutant General, Department of Indiana, G. A. R.

ATLANTA, GA., February 12, 1912.

Hon. W. P. BORLAND, M. C.,
Washington, D. C.:

The post department commander of South Dakota, Col. N. K. Kingman, of Selby, S. Dak., is wintering in Florida with his wife. He will attend State encampment of Florida, 22d and 23d, at St. Petersburg. He was a captain in my regiment. I wrote him long letter asking him to have the encampment memorialize their Senators and Members of Congress to the end that they work for the Lincoln highway. I am satisfied Col. James and he will work to that end and you will hear from it.

Next, I am satisfied I can have Clark Howell give us another editorial on same line. I will see him to-morrow. Col. Beitler, field secretary, representing the State of Pennsylvania, with the commander in chief Confederate Veterans and the writer called on the governor last week, preceding meeting of the State legislature, when the Confederate veterans will be invited to be the guest of Pennsylvania at the fiftieth anniversary of the battle on the Gettysburg battlefield July 1-3, 1913. The States will be asked for transportation. Pennsylvania will do the entertaining. There will be good time—only too late for you. But I will, I am sure, get Clark Howell, editor of Constitution, to give you good boost.

As ever,

W. M. SCOTT.

HEADQUARTERS DEPARTMENT OF LOUISIANA AND MISSISSIPPI,
GRAND ARMY OF THE REPUBLIC,
New Orleans, La., February 16, 1912.

Hon. WILLIAM P. BORLAND,
Washington, D. C.

DEAR SIR: I have just received extract from Congressional Record embracing your remarks on Lincoln memorial highway in the House last July. I wish you had a thousand tongues as eloquent to aid you in this endeavor. To those who served under Lincoln in the dark days of '61 to '65 there is no doubt as to what his sentiments would be, could he express them now.

A way over which unborn generations could trace his footsteps to Gettysburg and there read his immortal words on the spot where they were uttered would be immeasurably better than any pile of granite or marble that could be erected in his memory.

Very truly, yours,

E. K. RUSS.

PHILADELPHIA, February 12, 1912.

Hon. WILLIAM P. BORLAND, M. C.

DEAR SIR: Your favor of February 3 received through G. A. R. headquarters, but as I am not on the committee I thought there was a mistake; but being on the general committee of the fiftieth anniversary of the Battle of Gettysburg, concluded that I was the person intended to receive it.

I am greatly in favor of your bill and every G. A. R. comrade I have spoken to on the subject is the same. It would be the greatest monument to the memory of the "great martyr." And the grand highway from the National Capital to the greatest battlefield of the world would be traveled by tourists from every country who visit our Capital.

If possible I will be represented at the meeting.

Very respectfully,

JOHN REED.

BOSTON, *February 7, 1912.*

HON. WILLIAM P. BORLAND,

Committee on Appropriations, House of Representatives.

DEAR SIR: I have your letter of February 2 announcing a public hearing before the Library Committee on the Lincoln memorial highway on March 5, and inviting me to be present. I sincerely wish I could be there. I have been confined to my house with a most severe attack of laryngitis and bronchitis since January 13, and am still unable to be out. I am deeply interested in the proposed highway and think it would be the greatest and noblest mark of the country's approval of President Lincoln's life.

I have mailed you a journal of the proceedings of the Forty-fifth National Encampment G. A. R., which I hope you have received, which will throw some light on the subject.

Sincerely hoping for the success of your noble effort, I am, believe me,

Very truly, yours,

J. E. GILMAN.

It has also received the indorsement of business organizations, of organized labor, and of all of the good roads organizations of the country, of the commissioners of Gettysburg Park, the Loyal Legion, and numerous other organizations of that kind.

Now, the question will be raised instantly as to the appropriateness of a highway as a memorial, as compared with what is regarded as the conventional form of a memorial building, or something utterly useless. In this age it ought to be apparent and is apparent to practical men everywhere that the nearer a memorial comes to being actually useful to the people now living upon earth the better it is, not only as a memorial, but as an expenditure of the taxpayers' money. Two million dollars is a great deal of money to put into a nearly useless structure at this stage of the Nation's history and this stage of the Treasury's condition.

The length of this road will be about 72 miles, and it could be made one of the show places of America, and in fact of the entire world. It can be made one of the most beautiful memorials that could possibly be devised. It could be made such a memorial that it would draw not only every tourist in the United States, every schoolboy, but every foreigner that comes to our shores would take a trip over this celebrated road from the Nation's Capital to the Nation's battle field, now established as a national park, and maintained at the expense of the Government. It could be beautified by the States and by the regiments of all the boys that participated in that great battle. This 72 miles of beautiful highway would give opportunity for unlimited beautification in the way of entrance arches, ornamental bridges, turnouts or circles, or any other forms that artistic taste can suggest. There is no limit to the number of memorials that can be placed there by the Grand Army, the Loyal Legion, or other patriotic organizations. And I say the time has come when we should cease sending Americans abroad, when we have plenty to show them here in the United States, if we make it possible for them to get to it. There is no reason why we should not begin right now to stop the drain from American soil. America is rich in historic memories and natural opportunities that can be utilized for the purpose of keeping the American at home, and the history and grandeur and splendor of this roadway would go a long way toward doing that. There is no memorial known to man that is so practical and imperishable as the highway. Cæsar's monuments have gone, but the roads that Cæsar built still remain, and no memorial can be devised that is more practical or more lasting than this. The city of Washington, itself a great

capital, could draw more people here to see the beauties of the Capital if the people had ways of getting here and getting from here to this great battle field.

Now, another question is about the approximate cost. We have a highway engineer here, Mr. Diehl, who is an expert on that subject, and I am going to let him discuss it, but some reports have been circulated that this road would cost \$34,000,000. I would hate to trust that architect who made those figures to construct any buildings for me. It will come fairly and reasonably within the appropriation of \$2,000,000 for actual cost of construction. I have given some attention to the cost of constructing the highways, and the cost of constructing highways in my State of Missouri averages about \$4,000 a mile for macadamized roads. The cost of constructing highways in the Isthmus of Panama, Government roads, averages about \$8,000 a mile, and they have good roads. The cost that the Government paid for constructing highways in the Philippines and Porto Rico was about \$7,000 a mile. The last report of Mr. Page shows that the average cost of improved roads in the United States runs from \$4,000 to \$7,000, or an average of about \$6,000 a mile. That is the cost of public roads in the United States. And the cost of maintenance of such a highway has been figured down to a reasonable amount. No man need think that he is going to escape the cost of maintenance in putting up a \$2,000,000 useless structure on the Potomac River front. It costs a lot of money to maintain a structure like that. We have to have caretakers, plumbers, electricians, heat, lights, and everything of that kind necessary to take care of such a building. The District Building down here is a \$2,500,000 building, and it requires \$36,000 a year for caretakers alone, simply to maintain that \$2,500,000 building. I will venture to say without fear of successful contradiction that the cost of maintaining a highway will compare very favorably and probably be lower than the cost of maintaining a purely useless and ornamental structure.

Now, I am not figuring in this the cost of right of way, because I do not think the right of way ought to cost or will cost a single solitary penny. There are a number of routes that can be chosen between here and Gettysburg, and I would simply say to the gentlemen along those routes if I was on the commission, "Gentlemen, submit your proposition as to which way you want this highway to go." We did that in Missouri and we took the route that had the right of way ready to hand over, and the States of Maryland and Pennsylvania have both shown the utmost willingness and enthusiasm to meet any kind of condition that they could be given an opportunity to meet.

The time is coming, gentlemen, when, as Mr. Talbott said—an ex-Confederate soldier—when the historic monuments of this country ought to be preserved by the people of this country, North and South. If we have a memorial road to the battle field of Gettysburg, it will not only commemorate Abraham Lincoln, whose service to this Nation is inseparably connected in the heart of every schoolboy with the speech made at Gettysburg—that spot is not only hallowed by the burning words of Lincoln, but by the dauntless heroism of the citizen soldiers of America. On that field in those three days, beneath that burning July sun, those two great armies hurled themselves together in the greatest war that man will probably see and proved to themselves and to all the world that they were one in courage, one in race, one in

destiny. Every man, North and South, every southern soldier, and every northern soldier, and every son of a soldier to the remotest generation will take his journey to that hallowed spot to see that here the unity of America was sealed forever by the blood of her citizens. When that kind of memorials are built up on American shores, we will see less of our money going to Europe.

Now, I would like to call on, for the information of the committee, first, the gentleman whose organization is so strongly interested in this movement, Gen. Hopkins, chairman of the Lincoln memorial committee of the Grand Army of the Republic.

STATEMENT OF GEN. HOPKINS, CHAIRMAN OF THE LINCOLN MEMORIAL COMMITTEE OF THE GRAND ARMY OF THE REPUBLIC.

Mr. HOPKINS. Mr. Chairman and gentlemen of the committee, I shall not take up your time any more than is necessary for me to do, because I know your time is valuable. There is contained in a little pamphlet written by a former chairman of this committee, Hon. James T. McClary, a review of this subject, stated much more forcefully than I could do it and in much better language, because his ideas are clearer than mine and he has traveled abroad and through Europe making this his special study. I have no doubt the members of this committee have seen this pamphlet, but if not I hope they surely will see it, and I want to file it as a part, and the principal part, of my argument in favor of this Lincoln highway.

The Grand Army of the Republic some years ago indorsed the Lincoln highway. They voted upon it in national encampment, and the vote in favor of it was unanimous. From year to year they have continued the committee and I have been its chairman. Gen. Black, chairman of the Civil Service Commission, who is here to-day and who will speak, is also a member of that committee, and we come authorized to speak for that organization, to say to you gentlemen that the Grand Army of the Republic desires the Lincoln highway as a memorial to Mr. Lincoln. And I say to you also that we think that their preference, their wishes in the matter, while they should not be controlling with this committee, should receive your very careful consideration, because they helped in a small way to make Mr. Lincoln's name and fame. They stood behind him in those dark days, and many of them gave their lives for the cause, and the tie between Mr. Lincoln and his soldiers was very, very close.

Jake Thompson, that distinguished citizen of Ohio whose name and fame are known to the older members of this generation, was a close and intimate personal friend of Mr. Lincoln and was with him traveling in their circuit, and they each were very dear to the other. Mr. Thompson was a Democrat and did not support Mr. Lincoln. He came to Washington some three or four weeks after Mr. Lincoln was inaugurated, and stopped at the old Willard Hotel. This story was told me by his nephew, who accompanied him. It has never appeared in print and I doubt if any of you gentlemen have ever heard it. Almost any authentic anecdote concerning Mr. Lincoln is of some interest at the present day. It was Mr. Lincoln's custom to have sent to him every day a list of those who came to the Willard, and if he saw a friend there he would ask him to come to the White

House. He heard that Jake Thompson was there and invited him and his nephew to come to the White House. They were ushered into the room where Mr. Lincoln was alone. He was standing by the fireplace with his elbow resting on the mantelpiece, tall, angular, and awkward. Mr. Thompson came in, walked up to him, stretched out his hand, and said "Good morning, Mr. President." Mr. Lincoln never moved a muscle. He did not offer to take the outstretched hand, but stood there immobile. Mr. Thompson was very much embarrassed and hesitated a moment, and finally said again "Good morning, Mr. President." No response, and he stood there irresolute for a moment until finally he reached out his hand and said "How are you, Abe?" Mr. Lincoln grasped his hand and said "How are you, Jake?" I can not conceive that an ordinary monument would be appropriate to the memory of such a man.

Furthermore, I do not suppose that out of every thousand persons who come to visit this Capital City an average of one goes on to Gettysburg, and the principal reason is that it is very difficult to get there. You practically have to spend a whole day to get there and then a day to see the field, which is little enough time, and then a day to return. With this highway, a few hours at least will suffice. One could go in the morning, visit the battle field, and return in the evening. If this highway were in existence, I predict that 75 per cent of the visitors to Washington would also visit the battle field of Gettysburg. It is the most interesting spot on this continent. There is nothing that compares with it. I may be a little prejudiced, but I happened to be present and participated in that great battle, and when my regiment came out of it on the first day 118 men answered to roll call. It would be a great lesson, a great education in patriotism for those who visit that battle field, for no man or woman can visit that battle field and see those memorials and see those very earthworks and redoubts which the boys erected in 1863, see where they shed their blood, without coming back more patriotic citizens of this great Republic. And our friends from the South who happened to be on the other side have just as much cause to be proud of what their men did there in those three days as have we of the North. I think if for no other reason than simply the great lesson of patriotism and love of country which would result from visits to this battle field by the rising generations of this country we should build that boulevard.

I promised you gentlemen that I would not occupy much of your time, and I will stop right here, thanking you for your courtesy.

Mr. BORLAND. I will ask Gen. Black if he will now speak.

STATEMENT OF GEN. JOHN C. BLACK.

Mr. BLACK. Mr. Chairman and gentlemen of the committee, the Grand Army of the Republic has commissioned me, in conjunction with the gentleman who has just spoken, to present their views as to the need and their ideas as to the nature of a monument to Abraham Lincoln. They have not done so suddenly or by impulse, nor was the resolution the work of a single meeting. That those of you who are not familiar with our procedures may know, year by year the Grand Army of the Republic gathers in national council, where are present the representatives of every post in the organization. Those

posts are scattered wherever the American people go. In every city of the Union and in the possessions of the country abroad, year after year, this great council gathering together their wisest men for that purpose has considered what it was that might be done by a great people for a great leader that would best represent him. And year by year the conviction has grown with the organization that the sort of memorial presented here by this bill would more fitly represent the man than would any ordinary or formal structure. And so, after many years' deliberation, these men who now represent directly many more than a quarter of a million survivors of the Union armies and who represent actually and by descent more than fifteen millions of the population of the Union have said that this highway would please them better than any other structure. The committee is not here by instruction of the Grand Army to argue against any other plan. They are not antagonistic to the bill that has been spoken of by Mr. Borland. They do, however, recognize that the commission appointed under that bill was limited in its action, and they hope that the Congress of the United States under the report of this committee will enlarge the choice of the commission.

We think that a memorial, to be of any value, should be typical. What will best typify the great savior of the Republic? There was not a man in America who had been more simple or practical in his character and his labors. The plainest of the plain, the simplest of the simple, a man of everyday life, habits, and contact, and a man of utilities. There was never a day in his career, as far as it has come under public observation after he entered the public service, when he was not striving to be of use to the public. If he were to-day face to face with the choice, would he choose the togaed form of the Senator or statesman? Would he choose to appear in the habiliments that he wore in the suburbs of this Capital? Would he choose to stand like Mars, shield upon arm and sword in hand, as the dominating spirit of war? Would he choose that his fame should be intrusted, so far as earthly monuments can preserve it, to a structure typical of the age, the thought, and the purposes of some other people, and some other clime and some other age? I think not. I think that he might possibly ask that some lofty mountain that elevated itself high and clear above the clouds might bear his name, as it does in the far and most remote regions of the Republic to-day. I think he might be proud that some great body of land should be given his name, that it might be thus preserved always in the annals of the State. But if it is to be that a structure that the power and the representative genius of this great people whose Government he preserved is to be the monument to him, his own desire would be that it should type his relations to that people, and what better type is there than this great proposed highway, pushed through the regions where contending freemen once faced each other and now made smooth to the peaceful legions of all the people of the Republic; made smooth that they might reach more easily the scene of his labors; made smooth that they might reach the highest point at which contending brethren strove. And in the construction of this highway—and that is in the minds of the Grand Army, Mr. Chairman—we do not think that the banks of the Potomac should limit the southern end, but that in time to come it should be pushed on and on until at last Richmond and Washington and Gettysburg are bound by one silver band, indissoluble and indestructible.

And over that highway when completed the fancy of man would see the gray hosts advancing from one direction and the blue from the other, forming side by side the mightiest host of the mightiest chief of the mightiest people of this great continent. It should be typical of him, and a Roman monument would not be typical of him; but a monument that helped the toil of everyday life, helped in its everyday affairs the great people and the land which he loved, would be such; and such a highway as the bill proposes when constructed would be typical of him. It should be enduring.

This committee has in mind, I doubt not, the wonderful description in *Childe Harold* given by Lord Byron of his wanderings amid the ruins of Rome—the Forum, a vast wilderness of broken monuments where the names had passed to oblivion; the wilderness of forgotten notables who had passed out of remembrance. He found there broken tablets to men whose names are as unknown as the subjects were and have ceased long since to be anything. But when he had passed beyond the city's walls he came to that which took the name of a proconsul, a simple, honest, hard-working citizen like Abraham Lincoln, and because he had a genius to see what the people wanted and what the city needed, what was essential to its preservation and greatness, he built the Appian Way, and his name lasts as long as the memories of the great city will endure. So if you stretch this band of silver, or stone, dropping the figure, away down across the Potomac to Richmond, you have completed a monument that will endure as the Appian Way has endured, as the monument, the roads which the Incas built in Peru have endured, as the great roads built by other great peoples have endured. I can not think of anything that more thoroughly would typify Lincoln's character than such a highway. I can not think of anything that would be a greater votive offering of the people to his shadow than such a highway. I can not think of anything more grateful to his memory than the careful preservation of this highway, to make it smooth for the foot of every traveler from every section of the land, and that would help to rescue this city itself from surroundings that to-day are at least not such that the American is proud of. Because the Grand Army of the Republic has been in favor of this highway, because they have instructed me, with others, to present it to you, I am urging it upon you as a proper memorial, and that it would be proper for you—for Congress—to enlarge the powers of the commission and give them a chance to take up this matter.

It has been my fortune within a year to read a book of whose existence I have long been ignorant, the most learned, the most erudite, the most comprehensive in its description of Roman civilization of any that I have ever read. The luminous pages of Gibbon have been extolled by mankind ever since they fell from the press, and they have presented a splendid portrait of the prominent people of that time, of the men who occupied the places of advantage in Rome and went their way and left it what it was for so long, the abode of Moloch and the nest of war. I have read much that has been written by other men about it, but this one great book was written by a man who went out onto the Appian Way, who went into the ruins of the great structures that had been builded on that Appian Way, as they surely will be by the coming generations of America along the Lincoln way when it is constructed, and from those tombs and those inscriptions he has

recorded the true life of Rome from the time of Claudius down until the last Caesar fell at the foot of the barbarian. In that book there is not a line that is drawn from the ordinary sources, but he found his information and his inspiration and his knowledge of domestic and public affairs in Rome among the tombs and the palaces, and on the arches and on the triumphal structures that stretch along the Appian Way. And if this highway is begun at Gettysburg and runs to Richmond, in years to come this great people will build similar structures of pride, of votive joy, of reverent memories, and make it a mighty road along which will be recorded the advancing and triumphant spirit of a great people that are as yet in their infancy.

Mr. BORLAND. Mr. Chairman, Mr. J. H. Ralston, the counsel of organized labor, is here. He only wants to say a word to the effect that he is here and is interested in this bill. I will introduce him next.

**STATEMENT OF MR. J. H. RALSTON, COUNSEL FOR THE
AMERICAN FEDERATION OF LABOR.**

Mr. RALSTON. I came here to-day without any expectation of saying even a word about the subject which my friend, Mr. Borland, alludes to, but I will take this occasion to say that the organization of which I happen to be an attorney, the American Federation of Labor, is very actively interested in this particular proposition. I think Mr. O'Connell was to be here, perhaps is here now. He is one of the vice presidents and he, rather than I, should have spoken on this subject.

The American Federation of Labor look upon this, as I understand it, as a monument to Lincoln and as a monument at the same time to labor. We believe that the memory of Lincoln can be no more acceptably commemorated than it would be by something that will be the product of labor in the broadest possible sense of the term, and as such they would consider this road, this project, to be. I think Lincoln himself was a utilitarian, and that if we might appeal to him he could be more gratified by the construction of a thing which would be useful, not merely to the present day, but to the millions yet to come than he would be by something which was merely a figure to art—a road may be a figure to art as well—but something which was merely a tribute to art and nothing more. As I say, I came here to make no speech, but I want to express the utmost good will for the proposition which I understand to be pending now before the committee.

Mr. BORLAND. Mr. Creasy, master of the Pennsylvania State Grange, is here, and I will ask him to say a word.

**STATEMENT OF MR. WILLIAM T. CREASY, MASTER OF PENN-
SYLVANIA STATE GRANGE.**

Mr. CREASY. Mr. Chairman and gentlemen of the committee, I have reduced the few words that I have to say to writing. As master of the Pennsylvania State Grange, I represent an organization of farmers in the State of Pennsylvania numbering about 70,000.

The Pennsylvania State Grange favors the Lincoln memorial, leading from Washington to Gettysburg, on the following grounds:

We believe that the National Government is in position to build a

good road economically and lay down such rules and regulations as will keep the cost of maintenance at the lowest possible point.

Simply as a road of travel, the farmers can not receive any material benefits, but as a model road, demonstrating the best modes of construction to insure the minimum cost of maintenance, the Lincoln memorial road can be made of immense value everywhere.

This idea of a demonstration road is in keeping with the dignity and national character of a memorial to Abraham Lincoln.

We think that it is not wise to spend all the money in building a road that can be destroyed, but that we ought to use some of the money to find means by which the road after it is built can be maintained.

The CHAIRMAN. It would be a very great service to the country if we could find a road that could not be destroyed.

Mr. CREASY. That will be necessarily a part of the rules and regulations of those who use the road. A great many of these difficulties can be overcome with wide tires on wagons, and things of that sort.

Mr. BORLAND. Now, I am going to ask for a word from Mr. Louis P. Shoemaker, official representative of the Loyal Legion.

STATEMENT OF MR. LOUIS P. SHOEMAKER, REPRESENTING THE LOYAL LEGION.

Mr. SHOEMAKER. Mr. Chairman and gentlemen of the committee, I have always lived in the District of Columbia, and my father and mother, my grandfather, and grandmother as well. My forebears came here before Washington was laid out as a city. I simply state that fact to show the reason why I am doubly interested in Washington, its stability and importance. I very heartily indorse the proposition of the Lincoln memorial highway. I have taken a great deal of interest in it from the time it was first agitated. I do not wish to say that I am particularly opposed to another kind of a monument that I have heard suggested, but I am particularly opposed in the city of Washington of to-day and the Washington of the future to building up any kind of a building on the swamps of the Mall adjacent to the Potomac River. I think that the Washington Monument should stand out in the future as it stands out to-day, as I think it will always stand, a signal of his character and grandeur, as a memorial to one man, and that is Washington. I am one of those who not only believe that this is an unsuitable place for the Lincoln monument, but I believe that any other large monument placed on the Mall, even buildings themselves, are going to detract from that great monument which has been built to Washington. Small monuments would meet with more favor from me, but not large monuments. I think it might be a splendid place for monuments to our Presidents or to our prominent men who have distinguished themselves in art, science, or literature, or where fountains, grottos, and places of that kind might be put.

Now, so much has been said here, and well said, of the utility of this highway, which after all is a very important thing for us to take into consideration by way of comparison with any other monument proposed to Lincoln, his character has been so well said as that of a man desiring to do all that he could for the people—if he could stand here to-day, as Gen. Black so well said, he would say, "Give me some—

thing that will last, something that will last forever and be of the greatest possible utility to the people, as I tried to be during my short life."

I have here a short resolution that I am anxious to get into the record. I prepared it myself and presented it to the Brightwood Citizens' Association. It was unanimously adopted and has been approved by several other associations, and I will ask to have it inserted into the record.

The resolutions referred to are as follows:

Whereas it has been the general desire of the general public to secure the establishment of a boulevard from Washington to Gettysburg as a suitable memorial to our former and much lamented President, Lincoln; and

Whereas it is believed that considering the exceptional character of Lincoln as a man who stood for practical interests and the advancement of the material welfare of all the people, that effort should be made to encourage Congress to insist that a suitable monument shall be built to commemorate his memory—a monument exceptional in character, and different from all other monuments, as Lincoln was exceptional in character and different from all other men. It is our desire that this boulevard shall start from Fort Stevens in the District of Columbia and extend to Sixteenth Street and the District line, and thence on to Gettysburg; Fort Stevens being the place where Lincoln stood at the time of Early's raid at the close of the Civil War, and actually exercised his personal authority as Commander in Chief of the Army of the United States—a memorable spot, indeed, not only because he on that occasion stood there, but because it was the first and only time thus far that the President of the United States, while in office, exercised the constitutional power vested in him as Commander in Chief. At this point it is desired that a work of art in the form of an arch should be constructed, and at Gettysburg where the great battle was fought and the short but memorable speech delivered, there shall be another arch and perhaps this boulevard could be adorned by a statue of every President and Vice President we have had, and possibly by State buildings constructed by each and every State of the Union, in which could be deposited evidences of the art, science, literature, agriculture, commerce, and trade of the several States: Be it

Resolved, That we are of the opinion that this memorial to Lincoln, independent of other great and attractive features will, because of the fact that it is a highway, typifying usefulness by being of practical utility, to the people whom he loved so well. And be it further

Resolved, That we believe such a boulevard to be incomparable to any suggestion heretofore made to construct a building, statue, or pile of marble or granite on the low grounds of the Mall bordering the Potomac, which might and probably would not only prove to be an unsuitable place, but detract from the only monument which should be there, and that is the monument which has been already constructed to Washington: Be it further

Resolved, That a copy of this resolution shall be forwarded by the secretary to the committee of Congress and those interested in the selection of a suitable evidence of the appreciation of the American people for Lincoln.

MR. BORLAND. Mr. Chairman, we have here a road engineer who is prepared to give you some figures on the cost of constructing a highway of this kind and the cost of maintenance, a man who has been a road engineer for a score of years, and who has made a thorough and exhaustive study of the question of road construction and road maintenance. He is regarded now as a national authority on that subject, Mr. George Diehl. I will ask Mr. Diehl to give you those figures.

STATEMENT OF MR. GEORGE C. DIEHL, REPRESENTING THE AMERICAN AUTOMOBILE ASSOCIATION.

MR. DIEHL. Mr. Chairman and gentlemen, the feelings of patriotism and the sentimental arguments here expressed are convincing and overwhelming for the Lincoln memorial highway, but I will take the liberty of introducing one or two commercial or practical reasons why this highway should be built.

I represent the American Automobile Association, the organized representative of the half million of motorists in the United States. This organization is probably, through its touring board, better able than any other organization to determine the importance of roads when used for interstate traffic. The touring board of this organization has prepared routes across the continent and running north and south. The first practical reason for the building of this boulevard is that it is on the main road running across the United States from north to south, and is on the main road running east and west, connecting New York with the State of California. I will take the liberty of leaving with your secretary for the perusal of your committee the maps which have been prepared by this association, not for the purpose of advancing an argument for the Lincoln memorial here, but for the benefit of the members of the committee, showing what are the main roads north and south and east and west. I will also file with the committee a letter from the chairman of the touring information board of that association.

Letter referred to is as follows:

NEW YORK, March 4, 1912.

THE LIBRARY COMMITTEE,
House of Representatives, Washington, D. C.

GENTLEMEN: In connection with your consideration of the Lincoln memorial highway bill, the touring information board of the American Automobile Association desires to bring to your attention a few facts which will tend to show that Gettysburg is not only a city of great historic interest, but is also a route center of first importance. Almost isolated by rail, it is a veritable hub of automobile routes in its part of Pennsylvania, for through it runs the great highway from Philadelphia, Lancaster, and York to Chambersburg, Bedford, and Pittsburgh. That route is crossed at Gettysburg by a trunk line of almost equal importance from Harrisburg to Frederick, where one line diverges to Washington and another turns west to Harpers Ferry and a short cut into the Shenandoah Valley. Other lines connect Gettysburg with Westminster and Baltimore, and also with Waynesboro, Hagerstown, and the "long" way into the Shenandoah Valley through Hagerstown. No other city of equal size in Pennsylvania has so many important trunk lines radiating from a common center.

In the past, and to some extent even now, automobile travel to and from Gettysburg has been hindered by the poor condition of the roads. Nevertheless, probably over 50 per cent of the travel across the State east and west runs through Gettysburg; and while travel between the North and the South divides among several lines (including the one via Washington), Gettysburg always has its share, strangers especially stopping there in large numbers in order to go over or pass alongside the battle field—for the fight there was along the highways or pikes.

With a good road between Washington and Gettysburg, travel between the two cities would greatly increase, especially as the round trip would be a matter of slightly more than 150 miles. Motorists coming from the west via Gettysburg would be encouraged to make the trip to Washington, while tourists coming north via Washington would similarly incline to take the trip to Gettysburg. This will be all the more evident as road improvement makes rapid headway in Pennsylvania.

The accompanying map of transcontinental routes, and the one showing the main lines of travel between North and South, will make clear the great value of the Gettysburg-Washington national road.

In these days of interstate motor vehicle travel, the use of the highways has multiplied many fold, and a highway from the greatest battle field in the country to the National Capital would be traveled annually by thousands of people from all parts of the country.

This useful form of memorial to Abraham Lincoln can be magnified by two arches, one at Gettysburg and the other at the point where it terminates in Washington. The facts and figures presented by the A. A. A. good roads board will make clear that this double form of recognizing the greatness of a great American can be practically and successfully accomplished within the limitations of the appropriation by Congress for a Lincoln memorial.

Yours, very truly,

HOWARD LONGSTRETH,
Chairman A. A. A. Touring Information Board.

If this road is a main artery north and south and east and west, then the next vital question arises, What will be the cost of it?

The CHAIRMAN. What association is this that you represent?

Mr. DIEHL. The American Automobile Association.

The CHAIRMAN. You are employed by them?

Mr. DIEHL. The chairman of this board, together with the president and all the other officers of the association, receives no compensation. It is a work of love which we do. We do not work for a salary; we work because we are interested in good roads.

The CHAIRMAN. I understood Mr. Borland to say that you were the engineer of the association.

Mr. DIEHL. No, sir; I am chairman of the good roads committee.

Mr. BORLAND. He is an engineer by profession.

Mr. DIEHL. I was just coming to that. The next point is whether the road is of sufficient importance to warrant its improvement. The question then arises what character of road is sufficient to carry the traffic and what will be the cost of construction. Having been connected for the last 17 years with the New York State highway department—I do not pose as an expert on highways—but in that position it has been impossible to avoid accumulating more or less information regarding the proper care of highways, construction, and cost. I should say that a highway connecting Gettysburg and Washington which was 40 feet wide, the metal for the structure being 24 feet wide in the middle, with broken stone properly placed, with proper bituminous binders would be sufficient to carry all the travel which could reasonably be expected to go over it.

Mr. TOWNSEND. What sort of metal is that?

Mr. DIEHL. Road metal, as we call it; that is, macadam.

Mr. TOWNSEND. And you estimate only 24 feet wide for that?

Mr. DIEHL. Yes; with earth wings on either side.

Mr. TOWNSEND. Do you think that is wide enough for the demands of automobile traffic?

Mr. DIEHL. Yes, sir; there is room on that road for all the travel that would pass over it for many years to come. This is wider than any road in the State of Massachusetts, New Jersey, or New York to-day, where they are carrying thousands and thousands of people and great volumes of tonnage. That is as wide as roads which I have constructed that carry 4,000 vehicles daily, half of them market vehicles and half of them motor vehicles, engaged both for pleasure and commercial purposes.

Now, the statement has been made by those opposed to this measure that it would be an expensive road, that it would cost \$34,000,000, and that the annual cost of maintenance would be \$3,000,000. I ask you gentlemen not to take the figures of those who are opposed to this road. I also do not insist that you take mine; but there is in the city a Mr. Page, connected with the Department of Agriculture, an expert on road building, who can give you figures on the cost of highway construction. There are in a dozen States dozens of honest highway engineers, experienced men, who can tell you what that road ought to cost. Now, I can assure you that the \$34,000,000 estimate is extravagant, wild, ridiculous, and not based on facts or figures. I can assure you that the State of New York—I speak of the State of New York, as I am possibly a little more familiar with those roads, although I have been in other State work, highway work, and where such work has

been carried on systematically. In the State of New York they have as complete and perfect a system of highways as will be found anywhere. These highways carry as much, if not more, travel than can be expected to go over this road.

It has been said that it would cost \$3,000,000 a year for maintenance of this road, and that statement is equally as extravagant. In the State of New York we maintain our roads for less than one-sixth of that amount, and it costs less now to maintain them than it did a number of years ago.

The CHAIRMAN. Are we to understand that it is cheaper to build roads now than it was a short time ago?

Mr. DIEHL. No, sir; I am stating that it is cheaper to maintain properly constructed roads than those that are not properly constructed, the kind of roads that they constructed 10 years ago. I estimate that a highway such as I have described can be built beyond any peradventure of doubt for \$20,000 per mile, and for 72 miles it would be somewhat less than one million and a half dollars.

Mr. EVANS. You have built some for \$8,000, haven't you?

Mr. DIEHL. Mr. Borland said that the average cost of road building throughout the United States was \$8,000 per mile, and that some of them run from \$12,000 to \$16,000.

Mr. EVANS. The question is this road. This road that you are talking about. That is the point we want.

Mr. DIEHL. This particular road would, in my judgment, cost \$20,000 a mile, and when I give you that figure of \$20,000 a mile it is taking into consideration all of the different elements entering into the cost of that road. It takes into account the cost of stone, handling it, hauling it to the road, spreading it on the road, manipulating it, putting on the bituminous binder, the contractor's profit, constructing culverts, and every other element that could enter into the cost of the road.

The CHAIRMAN. Will you speak a little more in detail of the character of the road?

Mr. DIEHL. The character of it is a road which is 40 feet wide from ditch to ditch. In the center of that 40-foot tract is a strip of macadam 24 feet wide and 8 inches deep, after being thoroughly rolled and packed, the upper 3 inches of that 24 feet having been treated with a proper bituminous binder, which makes the road dustless and smooth for both horse-drawn and motor-driven vehicles.

The CHAIRMAN. A comparison was made between the road you hoped to construct here and the road that Appius built a few seasons back. Have you an idea what a road constructed on the plan of the Appian Way would cost now?

Mr. DIEHL. The Appian Way, as you are probably aware, and I must confess that my experience has been on somewhat more modern roads, but the accounts that I have heard of the Appian Way and the descriptions of the road is that it was 8 or 10 feet deep, made of large blocks of stone; that the prisoners that they captured in the wars were put to work as slaves; and that they would draw in these enormous blocks of stone and build the road 6, 8, or 10 feet deep.

The CHAIRMAN. Isn't that what accounts for its duration?

Mr. DIEHL. No, sir. Such a road is absolutely impracticable to build to-day. It would probably cost a million dollars a mile to build such a road now.

The CHAIRMAN. Comparison was made to it by Gen. Black when he was speaking oratorically.

Mr. DIEHL. The sentimental reasons, as I said before, are important, but I am no sentimentalist.

Mr. PICKETT. Is that flat, that 8 inches?

Mr. DIEHL. No; the road is crowned. It is crowned about 6 inches in 24 feet, about a quarter of an inch to the foot. It is found that in that way travel is spread over the entire road, and instead of centering the travel in two ruts in the center the travel is spread over the entire road.

Mr. PICKETT. Is there any road similar to the one you have indicated which has been in existence in this country for any considerable time, so that we can form any idea as to the cost of maintenance?

Mr. DIEHL. Yes; there is one at the city of Buffalo, one from Rochester to New York, and one at the city of Boston, which have been constructed for over a period of 10 years. The cost, in my judgment, of maintaining such a road as this would be \$250 per mile per year for a 24-foot road, and in addition to that cost, in order to be fair—as we must be fair in discussing any question—the cost of reconstruction must be taken into account. It is my experience and it is my judgment that on a road of this character it would have to be resurfaced every 10 years, and resurfacing the road would cost about \$5,000 a mile.

Mr. TOWNSEND. How many inches deep would you have to resurface?

Mr. DIEHL. The original road would be 8 inches, and the resurfacing would be 2 to 3 inches that would have to be put on every 2 or 3 years, and the whole road would have to be resurfaced complete every 10 years, which would cost about \$5,000 a mile, or \$500 a year over a period of 10 years. Any statement that anybody makes to you that does not include the cost of reconstruction is not fair. You can consider \$750 a year for the cost of maintenance and reconstruction, and for 70 miles of road that would be about \$50,000 a year, between \$50,000 and \$60,000 a year, that it would cost to maintain and reconstruct this road; in other words, to keep it in perfect condition forever. And when I give these figures for maintenance they are based on similar maintenance that I personally have done. I think the best plan is to put a patrolman on every 5 or 6 miles of highway, furnish him with different kinds of stone and different kinds of implements and let him make the minor repairs.

Mr. TOWNSEND. Isn't that somewhat less than the cost on the French roads?

Mr. DIEHL. No; this is just about the same. I think they have a patrolman every 4 miles. In the State of New York we started with 1 every 5, but we have gotten down now to 1 every 7, and the reason is this: Formerly the roads were what we call straight water-bound macadam, without any bituminous material, but we have found that on these smooth asphalt roads a man can take care of that much and take care of it easily.

Mr. EVANS. You say you have to resurface every 10 years. I am not as expert as you are on road building, but I do know about the resurfacing of Lincoln Park in Chicago. That road would be not more used than this road, if we are to believe the statements we have heard here about the crowds moving up and down it, and they have

to resurface the roads in Lincoln Park every two years and sometimes every year.

Mr. DIEHL. I am more or less familiar with the park in Chicago and more or less familiar with the engineer in charge of that, and I would say in answer to that that I am not here to criticize the methods that may be used in Chicago, but I am here to say that I can show this committee roads that have lasted 10 years, with which I am personally acquainted.

Mr. EVANS. Will you name those roads right now?

Mr. DIEHL. The Main Street Road leading out of the city of Buffalo, the Transit Road in Erie County, N. Y., and the Scottsville Road leading out of the city of Rochester. Now I would be very glad to give you the extent of these roads that I speak of.

Mr. TOWNSEND. That is a vital point.

Mr. DIEHL. The Main Street Road out of Buffalo is 12 miles long and has been down 10 years. We are going to resurface it now, although it don't need it very badly. The Transit Road is 11 years old. Now, when you are asking for information about highways I think you should take it from such a man as Mr. Page or some other highway engineer; that you should not take it from an architect or somebody opposed to this road, any more than you would my opinion on the building of a house, because I could not give it to you.

Now, about the right of way. A great deal has been said about the enormous cost of right of way, and I want to assure you gentlemen that it is my judgment that the right of way will not cost you a cent. The State of New York has appropriated and expended \$5,000,000 or \$6,000,000 on good roads, in building State and county highways, and it has not cost the State of New York one cent for right of way, because the local authorities or the local people are glad to furnish right of way to get the highway. Now that is a statement that can be verified. It is an absolute fact, and I don't believe, taking simply the matter of practical construction and leaving out sentiment, I don't believe you will have a bit of trouble in getting for nothing all the right of way, providing you gentlemen wish to follow existing highways.

Mr. PICKETT. You speak of highways already established that would be used for this road. Now, I assume that in New York State—doesn't the State assume any supervisory control over the abutting property along the roads.

Mr. DIEHL. No, sir.

Mr. PICKETT. Do you think that in a work of this character the Government should build a highway without controlling in any respect the abutting property so as to say what should and should not be placed there?

Mr. DIEHL. The laws of the State of New York provide that the abutting property owners must cut the weeds and trim the brush and keep the side of the road presentable, and I think it would be wise for the Government through these patrolmen to see that the road-sides are kept free from brush and that they maintain a slightly appearance.

Mr. PICKETT. Not confining it to the roadway itself.

Mr. DIEHL. Yes, sir; I mean beyond the road.

Mr. PICKETT. I mean the use of the adjacent property.

The CHAIRMAN. The individual owning the property extending back a certain distance, don't you think the Government should exercise some control over that so that we will know what will be on this highway, whether it will be a rum shop, a road house, or something that will not be in keeping with the spirit of this memorial?

Mr. TOWNSEND. Don't you think that a highway built for this purpose, instead of being 40 feet wide should be 200 feet in width, that the ground at least should be controlled for something like 200 feet?

Mr. DIEHL. I can say that in my judgment any width, any road wider than I have mentioned would be undesirable, extravagant, and unnecessary, but I do believe it would be extremely wise to get 200 feet of right of way.

Mr. EVANS. Can you tell the committee without our calling upon Mr. Page for this information what is the average width of roads now constructed in Maryland, say, or Virginia?

Mr. DIEHL. Twelve to sixteen feet.

Mr. EVANS. And the road you propose is to be 24 feet?

Mr. DIEHL. Yes, sir.

Mr. EVANS. Can you give the committee any idea of what the difference in cost would be if instead of having 2 to 3 inches upon the surface you should have larger rocks, if beneath that surface you had a more solid foundation than you could get by rolling the level surface? For instance, such as that part of Fifth Avenue where they have taken up the blocks?

Mr. DIEHL. To place under this road a foundation of stone laid carefully by hand and placed on end and forming an absolutely unyielding foundation—I don't think such a construction would be necessary—that would add about \$3,000 per mile to the cost of this construction. I would be very glad to furnish in detail the figures on this, as you understand it might vary a few hundred dollars either way.

Mr. EVANS. What is the width of these New York roads?

Mr. DIEHL. They are 16 feet wide on the average.

Mr. EVANS. Those roads that you spoke of a while ago, what did they cost per mile?

Mr. DIEHL. I am used to talking of the cost of roads in figures of square yards, but these roads will cost about \$10,000 to \$12,000 per mile. That is about \$1.50 or a little less per square yard, and I am basing this estimate on \$1.50 per square yard. About two-thirds of the cost is for the road metal—the stone, etc.—and the other one-third for construction, purchase of culverts, grading the sides of the road, and things of that sort.

The CHAIRMAN. How much per mile would the grading and bridging add to the cost of the road?

Mr. DIEHL. That would add about one-third. That expense is included in my estimate of \$20,000 per mile.

The CHAIRMAN. Did you consider any arches and ornamental bridges in that estimate?

Mr. DIEHL. No, sir. Of course this committee knows that you could make this road cost \$100,000,000 if you wanted to construct bridges and ornamental arches along the road. I was confining myself to the actual cost of constructing the road, as I supposed the other gentlemen would take care of the ornamental part. I was

confining myself to what would be necessary for the proper travel, and I think this would carry all the travel which would come on to it.

Mr. EVANS. Your estimate involves construction cost and purchase of material?

Mr. DIEHL. Yes; but not ornamentation—no ornamental bridges or culverts; just plain concrete culverts.

Mr. TOWNSEND. Now, you have given us an estimate of an addition of \$3,000 per mile for this extra foundation. Would it be much more expensive if this third stratum here were concrete?

Mr. DIEHL. Yes; it would be considerably more expensive, it would cost about twice as much as that. You are speaking of making the very bottom course of concrete. I think that would be unnecessary and undesirable and would make it cost about twice what it otherwise would.

Mr. TOWNSEND. What is the nature of Mr. Page's work in Maryland, for instance—of course we could call Mr. Page—what is the nature of these 16-foot roads that cost \$8,192 per mile?

Mr. DIEHL. They are what we call a straight water-bound macadam road.

Mr. TOWNSEND. This doesn't include this ordinary surface?

Mr. DIEHL. No, sir. There may be one or two roads included in that estimate, but the general average I believe is for what are known as straight water-bound macadam road. You understand, gentlemen, that when I am giving these estimates I would not like to be understood as saying that they are absolutely correct.

The CHAIRMAN. How many hours per day were used in building these roads in Maryland and New York that you have been speaking of?

Mr. DIEHL. Ten hours. The law in most States is the same as it is in New York, and they work ten hours outside of cities and incorporated villages; but inside of cities and incorporated villages they work only eight hours a day.

The CHAIRMAN. That work in the cities and villages is done by the municipalities?

Mr. DIEHL. No; by the State, on the main trunk line. The State carries the trunk lines through cities of the third class, but in cities of the first and second class the work is done by the city.

Mr. TOWNSEND. When you have given us your estimate of \$3,000 a mile additional for this third stratum, \$23,000 a mile altogether, that means 25 feet wide?

Mr. DIEHL. Yes. I want to assure the committee, however, that it is my judgment that such a road can be built for the amount I have specified, and if this road is built, if you deem it wise to report this bill favorably and if it is enacted into a law that road will not only be the great memorial which these gentlemen have spoken of, of Abraham Lincoln, but it will be of great profit and commercial benefit to the American people. It will fall in with the system of roads being laid out in the State of Pennsylvania; it will connect the city of Washington with the State of Pennsylvania system of roads; it will redound to the energy and prosperity of the people of this country, and will endure for hundreds of years if properly maintained, and will be a credit to this country and a great source of pleasure to all of its citizens.

Mr. EVANS. You were speaking of the right of way being given. Do you know of any part that would be given? Have you made any investigation?

Mr. DIEHL. No, sir. But I would say that the method adopted in the State of New York, and which, I think, is very practical here, is that the local authorities should provide the right of way.

Mr. EVANS. You have made no investigation into that; you don't know any part that would be given?

Mr. DIEHL. No, sir; I want to say, of course, that what facts I have presented here are at the request of the American Automobile Association, for whom I am glad to do this work without salary for the interest of the cause in general.

**STATEMENT OF MR. JAMES T. McCLEARY, REPRESENTING THE
LINCOLN MEMORIAL ASSOCIATION.**

Mr. McCLEARY. Mr. Chairman, for 10 years it was my privilege to occupy the chair that you now occupy, so I have a natural interest and pride in the Committee on the Library and its work. For six years it was my privilege to have charge of appropriations in the District of Columbia, and therefore I naturally feel interested in the good of this beautiful capital of our country. I still feel like doing my utmost to help make it a model city.

The House is now in session, and I am going to remind you that the question before you is a very simple one. As the law now stands no one has authority to put up any sort of a structure except one in the city of Washington, which does not have, of course, a legal existence. That will be, however, a mere quibble, as of course it meant the District of Columbia. Now, I am not going into the merits of the case. The gentleman who has preceded me has expressed them both sentimentally and commercially beyond my powers to do. This memorial is to the best-beloved American, from whose lips fell the verse that has been used ten thousand times since its utterance, "Of the people, for the people, and by the people." You have heard from the Grand Army of the Republic, the men who were at his back in those trying days. You have heard from the men who wore the gray. You have consulted with many of these others. You have heard from the workingmen of this country, you have heard from the farmers of this country, from the men who are taking both an impersonal and personal interest in good roads. All of them think that this proposition ought to have a show for its white alley. By reporting this bill you simply put the question up to Congress and let Congress decide whether it wants it or not. You don't decide it. You simply give the road a chance to assert itself. By doing otherwise you deny this vast body of your fellow citizens an opportunity to express themselves on this matter. I do not mean to remind you that you are their servants. I know that you desire to carry out their will, and all we ask is that you report this bill and give Congress a chance to pass on the relative merits of the propositions.

Mr. PICKETT. You mean report it without any recommendations?

Mr. McCLEARY. We would rather have you report it without recommendation than not at all. But we much prefer a favorable report.

Mr. PICKETT. That is what I inferred from your remarks.

Mr. McCLEARY. I am free to say that my chief interest is to get it before the House. I am willing to trust the American Congress to pass on this and the American people to pass on it, if they get the chance. To-day they are helpless by reason of the fact that the bill as passed contains the words, "in the city of Washington."

Mr. EVANS. Were you in that Congress?

Mr. McCLEARY. No, sir. Since you ask a personal question, I will answer it in a personal way.

When the original bill providing for the Abraham Lincoln Memorial Commission to recommend what should be the character of the memorial to Abraham Lincoln was enacted into law, I was a member of the commission by virtue of sitting where my friend from Texas now sits. Some members of the commission had served on many other similar commissions and had discovered that artists are just like musicians—wherever two or three of them are gathered together there is discord. On the principle that if a man were going to build a house the first thing to do would be to make up his own mind what kind of a house he wanted and then call in the professionals who would work out the prescribed idea. With that thought in mind, the gentlemen who composed that commission—I have been on commissions which have built a dozen of these memorials—

The CHAIRMAN (interposing). You mention that with pride?

Mr. McCLEARY. Yes, sir. I will point to the various ones that I have had personally to do with. I point with pride now to Lafayette Square, which has its four corners adorned with the men of foreign birth who helped us to secure our independence, and I am proud of the fact that the idea was mine.

Mr. EVANS. How about the center of that square?

Mr. McCLEARY. To be entirely frank about it, I am hoping that having check mated the king perhaps the idea represented on the corners will be carried also to the center.

To come back, gentlemen, I simply want to say that that commission, having had the experience that I speak of said, "We must make up our minds ourselves, and then we will call the professionals to carry it out." And I happened to be the one selected to get ideas on that subject, to represent the commission in a tour to Europe to study different memorials in different countries, and having viewed them all from the tip of Italy on the south to Norway and Sweden on the north, east to Budapest and west to the British Isles, I came back profoundly impressed with the belief that the best and most fitting memorial possible to Abraham Lincoln was this road. The point I wish to emphasize is that if it meets with your approval, of course, I would be glad to have the indorsement of this committee for whose members I have so much respect. But in any event do not close the case so that the American people can not have a chance to express themselves upon it. This is what they want. They do not want some beautiful but wholly irrelevant structure down on the Mall.

Mr. PICKETT. Let me ask you, Mr. McCleary, in your wide experience with these matters, what would you say in respect to how far the Government should go in controlling the property adjacent to this highway? Would you think they should simply build the highway there and leave it to private speculators to turn it over to merry-go-rounds, electric parks, and so forth? Would you devise some method of Government control whereby the roadway would be protected?

Mr. McCLEARY. The recommendation which I had the honor to make as the representative of the Lincoln Memorial Commission provided for a reservation 200 feet in width, with that thought in mind, the borders of which were to be lined with trees, and that was to be the chief adornment of the road. That would be in itself the most appropriate adornment for such a memorial. I do not know of any way in which you can go into the adjoining property and say that a man outside of the reservation should not dispose of his property as he thought best.

Mr. PICKETT. The idea has been discussed here that that property would be given without any cost, and I am getting at your ideas as to this 200 feet in width. Do you mean 200 feet on each side of the road itself?

Mr. McCLEARY. No; 200 feet wide in all.

Mr. TOWNSEND. Your idea is that with 75 feet on either side made into alamata, whatever was built on either side could not be objectionable to the road?

Mr. McCLEARY. Yes, sir.

Mr. EVANS. I want to ask you about the sentiment toward this road. Do you know who has been working up this bill among the people?

Mr. McCLEARY. I think I know about as much about it as anybody.

Mr. EVANS. There is a letter here, under the nominal caption of the Lincoln Memorial Road Association, saying that \$12,375 is needed to get letters printed and posted to Congressmen and Senators. This party subscribed \$2,500 to this campaign of publicity. What do you know about that? Has the whole \$12,000 been subscribed?

Mr. McCLEARY. No, sir.

Mr. EVANS. Would it take \$12,000 to influence this committee? If so, has any of it been paid to any of us? We are personally interested in this question.

Mr. McCLEARY. No, sir.

Mr. EVANS. How much did they raise?

Mr. McCLEARY. The treasurer can tell you exactly. He will be perfectly willing to do so. You will find my name there as president of that association.

Mr. EVANS. That is the reason I thought it was authoritative.

Mr. McCLEARY. If it is a true copy of what was sent out, I stand for it, certainly.

Mr. EVANS. It seems to me it is a little out of the ordinary for a secretary to send out. Kindly look at that and see if that is a copy of the original.

[James R. McCleary, of Minnesota, president; Robert A. C. Smith, of New York, treasurer; Charles J. Glidden, of Massachusetts, secretary. Executive secretary, Leslie T. McCleary, Washington, D. C.]

LINCOLN MEMORIAL ROAD ASSOCIATION OF AMERICA.

FEBRUARY 7, 1912.

The JANNEY-STEINMETZ & Co.,
Philadelphia, Pa.

GENTLEMEN: As you probably know, Congress has provided \$2,000,000 for the creation of a national memorial to Abraham Lincoln.

Two general plans for this memorial will be presented for the consideration of Congress. One plan restricts the memorial to a purely ornamental structure in Washington.

The other plan contemplates the construction of a great highway or boulevard, leading from a superb memorial structure in Washington to the spot at Gettysburg

where Lincoln delivered his immortal address, which "crystallized the spirit of the Republic into a paragraph." Through its extensions by the various States this will rapidly develop into a transcontinental highway and become the nucleus of a great national system of public roads which will bind together all sections of the Nation. Every city, town, and hamlet in the country will build a highway to connect with some extension of the Lincoln Road.

Some of those who are still opposed to having the National Government take any hand in road building claim to see in the construction of this memorial road the establishment of a precedent and the entering wedge for a policy of Federal aid to highway improvement.

While we have sought to avoid this issue, now that it has been raised, it should be met in such a way as to convince Congress that the people would not regard the establishment of such a precedent as an objection to the road as the essential feature of the memorial.

Congress will undoubtedly regard the sentiment expressed for this road as a partial index of the sentiment for Federal aid throughout the country and will appropriate for highways as soon as it is convinced that the people are as much interested in the improvement of their roads as they are in the improvement of their rivers. If it is desirable to have the Government build or aid in the building of highways, why is not this the place to begin?

Probably nine-tenths of the people who have considered the question prefer the memorial which includes the road to Gettysburg, and would favor removing the restriction in the present law which limits the memorial to something located wholly within the city of Washington. The thing to do is to have them say so to their Congressmen and Senators. Most of them will do so if asked to.

We are therefore conducting a national campaign of publicity and organization to get the wishes of the people before Congress. As a part of this campaign it is very desirable to send a personal letter with a leaflet and form like the inclosed to 1,000 leading citizens in each of 275 congressional districts, asking those addressed to take this matter up with their Congressmen and Senators. To put these letters with inclosures in the mail costs about \$45 per thousand, or a total of \$12,375.

Having in mind the far-reaching importance of this matter, one of the good-roads committee connected with the automobile industry has subscribed \$2,500 to aid our publicity campaign. Many of the leading automobile clubs and individual manufacturers have subscribed varying amounts. You may have subscribed directly or indirectly. But even if that is the case it is vital to the success of this movement that you subscribe a substantial amount in addition as more money is urgently needed and a popular subscription could not be raised in time to be available.

Over 100 Members of the National House of Representatives, including the Speaker of the House, and many of the leading Senators of both parties have already expressed themselves in favor of the memorial road. We would like to make it as nearly unanimous as possible.

I hope you will give this movement your strong moral and financial support and that you will act at once.

In addition to making a substantial subscription now, I hope that each of your executive officers will write a personal letter to his Congressman and his two United States Senators urging them to favor the plan for the Lincoln Memorial which includes the road to Gettysburg, and that you will arrange to have each of your representatives and agents throughout the country do the same.

Yours, very truly,

LESLIE T. MCCLEARY, *Executive Secretary.*

Mr. McCLEARY. The idea of that circular was simply this, that the people in the different districts are fully occupied with their daily vocations, and as it seemed to be desirable to get to the Members of Congress the opinion of their people at home, this seemed to be the best way to do it. And the organization of which I am the president stands for that. It does not make any attempt to constrain any one. The only point was that if enough people in the various districts should have this brought to their attention, and if upon its being brought to their attention it met with their approval, and they would then express themselves to their Congressman, the Congressman would then listen to them. So far as expenditures are concerned I am frank to say that the expenses—that the contributions have not

been very large. My son and myself have put more than anybody else has into this in time and money.

The CHAIRMAN. Is that association that you speak of the Automobile Association?

Mr. McCLEARY. No, sir;

Mr. PICKETT. What is the name of this organization?

Mr. McCLEARY. The Lincoln Memorial Road Association of America.

Mr. EVANS. Who is this man Glidden, of Massachusetts?

Mr. McCLEARY. He is the man for whom the Glidden Tours are named. The man who gave the Glidden trophy, for which contests are entered into each year.

Mr. EVANS. Contests involving what?

Mr. McCLEARY. Traveling over the roads.

Mr. EVANS. In automobiles?

Mr. McCLEARY. Yes, sir.

Mr. EVANS. Endurance contests over the roads?

Mr. McCLEARY. Yes, sir; and in that way the plan for better roads of course is worked out. That is part of the method that Mr. Glidden has.

The CHAIRMAN. Is Glidden a manufacturer?

Mr. McCLEARY. No, sir. So far as I know, Mr. Glidden has no personal interest at all in automobiles. So far as I know, there is no one connected with the association of which I am president that has any personal financial interest whatever in the result of this legislation. There is not one of us that has any property near the road. There is not one of us that is interested in automobiles. My own interest in the memorial road is entirely due to my faith in its merits and my natural desire to have my recommendation carried out.

Mr. TOWNSEND. Have you made any estimate of that would be the probable cost of a strip 200 feet wide?

Mr. McCLEARY. I think every foot of it, except possibly some small pieces, would be donated gladly. From time to time, as opportunity offered, I have consulted representative citizens of Maryland. They are unanimous in the assurance that practically all the right of way will be donated.

The CHAIRMAN. Would that contemplate a 24-foot strip or a 200-foot strip?

Mr. McCLEARY. That contemplates a strip 200 feet wide.

Mr. EVANS. Has any route been laid out? Have the people along the line expressed themselves as willing to do that?

Mr. McCLEARY. No, sir; no route has been laid out. We have several routes in mind, and we have purposely reserved the alternatives, so that if people along a given route attempted to hold up the Government and would not donate the right of way we could use some other route.

Mr. EVANS. There must have been some strip contemplated if the people have expressed themselves at all.

Mr. McCLEARY. The Congressmen from Maryland have said that they have talked with people likely to be interested, and the Congressmen anticipate no trouble whatever in securing the right of way practically free of cost to the Government.

The CHAIRMAN. Who does this promoting; who pays for all this? Those illustrations are very beautiful [indicating the pamphlet filed by Mr. Hopkins].

Mr. McCLEARY. What do you mean by promoting?

The CHAIRMAN. Getting up this literature, etc.

Mr. McCLEARY. I paid for that myself, my son and I.

The CHAIRMAN. Individually?

Mr. McCLEARY. Yes, sir. I just wish to say in conclusion that in my judgment the design of the proposed Grecian temple in the Mall is not good art. I know that in saying that I run counter to the opinion of gentlemen whose opinion is well worth consideration, but I also desire to add that the gentlemen whose names carry most weight—now, let us get this exactly right—the gentlemen whose names carry the most weight in the circular sent out in favor of this other proposition have indorsed specifically and heartily the Lincoln Road. The gentlemen on that commission, whose names carry most weight, have specifically and heartily indorsed the Lincoln Road as a suitable memorial for Abraham Lincoln. The Mall is not a fitting site, and the character of the contemplated building is not fitting as a memorial to Abraham Lincoln.

Mr. EVANS. Will you give us their names? Let us get this definite. This is very important. You have stated that men who are supposed to be in favor of one thing are really in favor of another.

Mr. McCLEARY. I have not made that statement.

Mr. EVANS. I beg your pardon; it sounded that way.

Mr. McCLEARY. The record will show what I said, and I desire to be understood as saying just what I did, that among others Daniel H. Burnham and Cass Gilbert—

Mr. EVANS (interposing). Now, then, what did they say?

Mr. McCLEARY. They thought it was a very suitable, a very appropriate memorial to Abraham Lincoln.

The CHAIRMAN. I understood you to say that they preferred that.

Mr. McCLEARY. I said that they expressed themselves orally and in writing as thoroughly approving it. I would not try to mislead you on that.

Mr. TOWNSEND. As a matter of fact, Speaker Clark has approved the road, has he not?

Mr. McCLEARY. I understand so.

The CHAIRMAN. Do you remember that in the Sixtieth Congress, I think it was, we created the Commission of Fine Arts? That was done because a great many blunders had been made in the selection of designs and the erection of monuments, and Congress finally reached the conclusion that there were some things they knew more about than art, and therefore they selected a commission of gentlemen to pass upon these peculiarly artistic and professional matters. Now, isn't it likely that these gentlemen would know—I assume that they have no personal interest in it and that they merely want to do what is best for the country, what will do most to promote the artistic development of the city—isn't it likely that they know better than the average layman, at least, what is a suitable memorial, what conforms with the requirements of art and what would be the proper location for it? Isn't it likely that they would be less influenced by its location than public commissioners may be who are naturally influenced by their location? If they are in New York they would naturally favor New York, or if in Philadelphia they would naturally favor Philadelphia, or wherever they might be.

Mr. McCLEARY. I think that, in a sense, yes; they naturally would be.

The CHAIRMAN. Then, on the face of it one would have confidence in their judgment as to the location, design, and so forth?

Mr. McCLEARY. Well, yes and no. I ask you to go forward in your minds now 20 years, and walk down through that Mall and walk around that Lincoln memorial. You don't know what it is. You are just out as an ordinary sensible man doing Washington and you say, "I wonder what that is intended for." You see a well-known figure sitting in the middle, and that is all there is about it, absolutely all, that has any of the flavor of Lincoln about it. The rest of it takes his imagination back to another age and another clime wholly un-American.

Mr. TOWNSEND. Isn't the Washington Monument a suitable monument to the memory of Washington?

Mr. McCLEARY. Yes; because it has in it inherently the idea we have of Washington, a lofty personality.

Mr. TOWNSEND. Yes; but the obelisk was not the invention of that period.

Mr. McCLEARY. I understand that; but it does convey the idea of his personality while the other does not. The Lincoln Memorial should not be placed in the shadow of the Washington Monument. The location is not a fit one, and the thing itself suggests in no way the man to be commemorated. The traveler who inquired about this memorial would be told that some gentlemen who got themselves constituted a fine-arts commission away back years ago got this done. "Oh, then," the stranger would say, "this is a memorial to the fine-arts commission. I can understand that, but as a memorial to Abraham Lincoln I don't understand it at all. There is nothing about it that suggests Abraham Lincoln to me." Let us set a new fashion, Mr. Chairman and gentlemen; let us set the fashion of having that which America needs the most for our own country. Let us set the fashion of having memorials in the form of roads. Already the idea has taken hold and they are going to construct a road along the palisades along the Hudson River, as part of the Hendrik Hudson memorial.

Mr. TOWNSEND. Who will do that?

Mr. McCLEARY. The State of New York and the State of New Jersey. There is a fashion that is worth while. Let us set this fashion as an American fashion. Let us do something that while it is in perfect harmony with the life and character and achievements of the man to be commemorated it is a fashion worth while. And then by and by the man who is going to pass away will leave to his heirs instructions, perhaps, that a certain amount of his property shall be set aside to build a road, with the condition that he shall have the simple honor of having it named after him. And now, at this hour, you gentlemen are at the point where you can do more than any other five men in the world to set such a fashion and establish a worthy precedent.

Mr. LEWIS. Do I understand that this will conclude the hearings? We have some other gentlemen who would like to be heard.

The CHAIRMAN. I want to give these gentlemen every opportunity to be heard, if any of them feel disposed to come back here this afternoon and continue.

Mr. LEWIS. I would not wish to make an arrangement at this moment. I simply wish to see that Mr. Borland's rights are not concluded by this hearing.

The CHAIRMAN. The committee must decide that.

Mr. LEWIS. May I ask whether it will be agreeable to the committee to adjourn until to-morrow morning at the same time?

The CHAIRMAN. The committee has promised some other gentlemen to meet to-morrow. Mr. Borland told me that some gentlemen from abroad are here who want to be heard to-day, if possible, so that they can go home; and we will therefore adjourn until 2.30 this afternoon, when we will resume the hearing.

"Lincoln's is a growing fame, not a fading fame. * * *
For Lincoln a finished memorial is not a fit memorial."

[From the Review of Reviews.]

WHAT SHALL THE LINCOLN MEMORIAL BE?

[By James T. McCleary.]

It is hard to realize that it is now more than 100 years since Abraham Lincoln was born. Men by no means old have seen him and talked with him. We think of him as he appeared when President. In the minds of the people he remains a middle-aged man.

Lincoln's best memorial will always be the affection of his countrymen. But it is customary and proper for affection to express itself in tangible form. As yet this Nation has not thus expressed its affection for Lincoln.

It is high time, therefore, that careful consideration be given to the question, What shall the Lincoln memorial be?

As this is to be a national memorial, it may be assumed that the American people will desire that the memorial shall be connected with the Nation's Capital.

What should be its character? It may not be amiss to begin by agreeing on some kinds of memorial that should be excluded from consideration as unsuited for a memorial to Abraham Lincoln.

First, then, the Lincoln memorial should not be a shaft of any kind. The American people already have in their Capital City the noblest memorial shaft ever erected by man, the Washington Monument. There it stands in simple majesty, towering far above every other structure in the city—a fit memorial to the exalted character of him in whose honor it was erected.

It is unnecessary, and it would manifestly be improper, to bring Washington and Lincoln into contrast. Each was supremely great in his own way and at his own time. Probably neither could have taken the place or have done the work of the other. But to propose a shaft of any kind as the Lincoln memorial would inevitably result in the making of comparisons and contrasts between these two great Americans. So it may be concluded that all memorials of the shaft type should be excluded from consideration.

Second, the Lincoln memorial should not be an equestrian statue. Lincoln was not at his best on a horse. Besides, we already have in the city of Washington more than one-tenth of all the equestrian statues in the entire world. Moreover, a mere statue of any kind, equestrian or pedestrian, however mounted, would be wholly inadequate as an expression of the Nation's regard for Abraham Lincoln. So statues of all kinds, except as features of some comprehensive design, may be excluded from consideration.

Third, the Lincoln Memorial should probably not be an arch. No visitor to Paris fails to take a look at the Arc de Triomphe de l'Étoile. Erected on a slight elevation, this splendid arch is the center from which slope away in all directions streets and avenues bordered by trees and lined with stately mansions. The arc is thus the crowning glory of a dozen of the most beautiful streets of Paris. No one who has looked at this noble arch from the Place de la Concorde up the broad Avenue des Champs Elysées can ever forget the vista. And when viewed at close range, the arch, by its great size, its admirable proportions, and the finish of its details, is seen to be worthy of its splendid setting.

Both in itself and its setting this greatest of all arches is quite worthy of the purpose for which it was designed. As its name indicates, it is an arch of triumph, erected to commemorate the victories of the great Napoleon. Indeed, nearly all the arches that that have ever been erected in ancient or in modern times, whether we regard the time-defying arches of the old Roman Forum or the beautiful but transient arch erected in New York in honor of the return of Dewey from Manila Bay, have been reared in commemoration of victories in war.

Admit that Lincoln was the commander in chief of the largest aggregation of fighting men ever under the direction of one man. Admit that the men he led conquered in in the strife. It yet remains true that it is not alone, or chiefly, as the head of a victorious army that Lincoln is or will be remembered. While an arch, then, may be a feature of the grand design of the Lincoln Memorial, the memorial can not properly be restricted to an arch, however imposing.

Should the memorial be a great university of research? Through the munificence of Andrew Carnegie the American people already have at the Capital City the Carnegie Institution of Washington with a princely endowment. Though only recently established, it gives promise of great usefulness.

Should the Lincoln Memorial take the form of a building of some kind? An art gallery? We already have in Washington the Corcoran Gallery of Art, which is developing into an admirable institution of the kind. Moreover, Congress has made provision for a National Gallery of Art in connection with the National Museum. Besides, what is there about an art gallery to suggest Lincoln? How would such a memorial to Lincoln harmonize with "the eternal fitness of things"? Should the memorial be a museum of some kind? We already have the Smithsonian Institution and the National Museum, each filling its own field well. Should the memorial be something in the way of a structure that could be called, say, a Temple of Liberty? How should it be constructed? What should it contain? How could it be made to have the proper significance, aside from its name? It is hard to see or say.

Some magnificent structures have been erected as memorials—the national memorial to Victor Emmanuel, the first king of United Italy, now being completed in Rome, for example. Its memorial character is revealed by its imposing front. Incidentally, and as part of the memorial idea, the structure is to house and protect a museum illustrative of the progress of Italy since unification. It is a beautiful building, but we already have a large number of handsome public buildings in Washington, and in the natural course of events we shall have many more. A building would hardly be distinctive enough for our purpose.

Should the memorial take the form of a bridge, say across the Potomac to connect Washington and Arlington, with its National Cemetery? There is something to be said for this suggestion. More could be said in favor of this idea than for any of the others that have been mentioned.

But to use a building or a bridge, a shaft or an arch, or any other fixed and completed thing as the memorial would be to overlook the vital fact about Abraham Lincoln's fame, namely, that his is a growing fame, not a fading fame. His fame will increase as the centuries roll. Hundreds of years from now Lincoln will "loom large" in the world's opinion, even larger than he does now. The governing thought in selecting his memorial, then, is that for Lincoln a finished memorial is not a fit memorial. As his fame is a living, growing one, his memorial should be of such a character that each generation can contribute something to its improvement and embellishment. Generations yet unborn will be grateful to us if we are considerate enough to so plan this memorial as to afford them opportunity to join hands with us who knew him personally in doing honor to this unique being.

Can anything be devised that will meet all the conditions of fitness as a memorial to Lincoln? To be fitting, this memorial must recognize and symbolize the essentials of Lincoln's life and fame. It must have about it the Lincoln atmosphere. Nothing cold or austere or merely ornamental would do as a memorial of him. His was a kindly and useful and helpful life. The humblest soldier in the Army felt that if he could see Lincoln himself that strong and big-hearted man would listen sympathetically to his troubles and "lend a hand" to help him out of them. As the poet Markham has beautifully said of Lincoln, he had "the loving kindness of the wayside well." His shoulders were bent in bearing the burdens of the Nation. Lincoln was born and reared in the country and always retained something of its wholesome flavor. He always felt himself one of "the common people." His aim was to be of service to them.

Lincoln's character was unique; so should his memorial be. His life was a glorification of the lowly and the common; so should his memorial be.

After spending several months in Europe in 1905 as the special representative of the Abraham Lincoln Memorial Commission appointed by Congress, in search of ideas for

this national memorial, after seeing the best memorial creations of many countries—arches, shafts, bridges, buildings, not to mention statues and other memorials—the writer returned home profoundly impressed with the idea that the finest memorial in Europe is something which was not constructed with the idea of its being a monument, but for a wholly different purpose, yet which fulfills most admirably the memorial purpose in that it perpetuates a name and an act. That impressive memorial is the Appian Way. Three hundred years before Christ the Roman Consul Appius Claudius built a great road from Rome to Capua, which was afterwards extended to Brindisi. This road, named after its builder the Via Appia, or Appian Way, was celebrated for the beautiful monuments, the magnificent temples, and the sumptuous villas that arose on either side of it. Cicero, Horace, and others were in the habit of calling this the “Queen of Roads.”

The temples have fallen, the monuments have been destroyed, the villas are in ruins; but to-day, 22 centuries after Appius Claudius built it, the road is still in use, bearing the burdens of commerce and the name of its founder. What a memorial. How worthy. How enduring.

Appius Claudius was one of Rome's greatest generals; but how many now living can even name one of his victories? He was a very wise ruler; but how many now living can recount any of his civil achievements? He was one of Rome's foremost writers; but how many now living have ever read one of his many books? All of these things gave him temporary fame, but all failed to give him permanent fame. But he built a great highway, and who has not heard of the Appian Way?

While riding along the Appian Way the writer remembered a suggestion that he had heard but had not heeded much, that a great highway would be the most suitable memorial to Lincoln. The more the suggestion has been thought over, however, the more significant and valuable it has become.

From the White House to Gettysburg Abraham Lincoln journeyed to deliver a speech which will be recited by schoolboys a thousand years from now, and which will stand as a classic as long as the English language is spoken. A broad and splendid highway, the best in the world, from the grounds of the White House to the battle field of Gettysburg, to be called “The Lincoln Road” or “The Lincoln Way,” will, in the judgment of the writer, stand the test as the most appropriate memorial that could be constructed to show our respect and affection for Abraham Lincoln.

Gettysburg is itself a memorial, eloquent of things done and of things said. Here was fought the most important battle of the greatest of wars. Here was exhibited valor unsurpassed in the annals of military prowess. The men who wore the blue and the men who wore the gray, their descendants and their countrymen, can all properly exult as Americans in the valiant deeds that were here performed. Here, too, was pronounced Lincoln's matchless speech, which “crystallized the spirit of the Republic into a paragraph.”

The battle field of Gettysburg is only in very small part a cemetery. In the main it is a magnificent park, on the adornment of which over \$7,000,000 have been expended—“and the end is not yet.” No one who has not seen this most richly endowed place can have any idea how wonderfully interesting and attractive it is. It is by far the finest battle-field park in the world.

Though money has thus been generously expended in beautifying the battle field of Gettysburg and in suitably marking its scenes of heroic deeds, it is so inaccessible that comparatively few people are able to visit it. Of all the hosts of travelers of this and other countries who visit Washington every year, not one in ten thousand ever gets to Gettysburg, though nearly all of them would like to visit this historic field.

Gettysburg lies almost due north of Washington and about 72 miles away, as this road would run. What a fitting memorial to Lincoln would be a noble highway, a splendid boulevard, from the White House to Gettysburg, from the house where his record for statesmanship was achieved to the spot where he struck the highest note of human eloquence. The 72 miles would give sufficient length to the highway to justify its use as a national memorial. The country to be traversed offers no special engineering difficulties. It is just about sufficiently rolling to afford fine landscape effects and to furnish opportunity for a handsome bridge here and there. The width of the road should comport with its memorial character. Let us say tentatively that the width should be 200 feet.

As a suggestion, the following plan for “The Lincoln Road” is submitted:

Down the middle of the road let there be a greensward 40 or 50 feet wide, a well-kept lawn resembling a beautiful carpet of velvet. To lend variety to this central line of beauty here and there flower gardens and other decorative features could be introduced. At intervals could be erected fountains and other monumental embellishments that might be appropriate.

On each side of this central line of beauty let there be a smooth roadway 40 or 50 feet wide, constructed according to the highest engineering standard of “good roads.”

One of these roadways may be reserved for swift-moving vehicles like automobiles, and the other for slow-moving vehicles like carriages and wagons.

Outside of these driveways could be double-tracked electric railways, occupying a width of 20 feet each and separated from the driveway by hedges. One of these railways could be for express trains of high speed and stopping only at intervals of 10 or 15 miles; the other could be for local trains moving less rapidly and stopping at short intervals.

Bordering "The Lincoln Road" on each side there should be rows of stately trees, the rows broken at points where could be obtained fine views of mountain or valley or river.

In order that "The Lincoln Way" may be built with certainty and without delay, it should be constructed under the direction of a national commission and should be paid for out of the National Treasury. But full opportunity should then be given to the individual States to express their regard for Lincoln. To each State in the Union may be allotted a portion of "The Lincoln Way" to be embellished in accordance with its taste and means, subject to the approval of the national commission. Other spaces could be allotted for embellishment to national patriotic societies. Opportunities should be afforded to succeeding generations to add something to beauty of "The Lincoln Way." So long as patriotism glows in the hearts of the American people it will be for them a labor of love to add from time to time to this expression of national affection, keeping "The Lincoln Way" at the forefront as the best and most attractive highway in the entire world.

Having in mind the possibilities of electrical illumination, the beauty of this boulevard when lit up at night may be left to the imagination.

What is really proposed is not so much a perpetuation of the fame of Abraham Lincoln, which is already secure, as an appropriate expression of our appreciation of him. It is of the essence of this memorial that it be a living and growing memorial, instinct with the spirit of him whom it is to commemorate. That there will be a maintenance cost is in harmony with the governing idea. And it would be entirely fitting that this cost of maintenance should be borne out of the National Treasury. But it is the opinion of experts who have been consulted that, in view of the hundreds of thousands of tourists who may be expected to make the trip from Washington to Gettysburg yearly, the road can be made largely, if not wholly, self-sustaining. If, when the roadway is being constructed, the tracks for the electric lines be laid as part of the general construction, it is believed that the use of these tracks can be leased for a considerable sum of money annually to an operating company which would furnish its own rolling stock. This arrangement, while furnishing transportation at rates within the reach of everyone, would provide from a proper source—the actual users of the road—income for its maintenance.

Lincoln's fame is inseparably connected with the preservation of the Union of the American States. This road would cross the Mason and Dixon line, formerly the dividing line between the North and the South. The road would, therefore, serve as a wedding ring for the sections once temporarily dis severed as a symbol of the Union to which Lincoln dedicated his life.

Imagine a two hours' ride in the morning over that magnificent road from Washington to Gettysburg, through beautiful Maryland and Pennsylvania, with the Blue Ridge Mountains in sight part of the way. Imagine even six to eight hours spent at the world-renowned battle-field park, seeing Round Top and Little Round Top, Seminary Ridge and its famous Theological Seminary, Cemetery Hill and Culp's Hill, the Chambersburg Pike and the Emmetsburg Road, the Peach Orchard, the Wheat Field and Devil's Den, "High Tide at Gettysburg," and other noted spots, traversing the ground where the First Minnesota won eternal fame, and following the sweep of Pickett's wondrous charge. Imagine the visit to Gettysburg ended by standing for a time reverently where Lincoln delivered his immortal speech, at the "final resting place for those who here gave their lives that the Nation might live," and the day closed by the return trip to Washington in the evening. What a never-to-be-forgotten day that would be. Imagine such a trip being taken by hundreds of thousands of Americans every year. Can anyone measure the mental and moral uplift, the exaltation of spirit, the deepening and strengthening of patriotic sentiment and devotion to public duty that would result? Would not the inspiration thus secured render it more certain that "government of the people, by the people, for the people, shall not perish from the earth"?

If it were possible to consult Abraham Lincoln himself as to the character of memorial that would be most pleasing to him, can anyone doubt what his answer would be?

The estimated cost of the Lincoln Memorial Road, \$3,000,000, will provide for a fitting terminus on the battle field of Gettysburg, and a formal architectural development at the entrance to the road, in the city of Washington, sufficiently extensive and impressive to fully meet the views of those who demand in the memorial something visible and tangible and substantial wholly within the National Capital.

HOUSE OF REPRESENTATIVES,
COMMITTEE ON THE LIBRARY,
Washington, D. C., March 5, 1912.

The committee met at 2.30 o'clock p. m., Hon. Edward W. Townsend presiding.

Mr. TOWNSEND. If you will waive the absence of a quorum, we will proceed with the hearing.

Mr. LEWIS. We will do that.

Mr. TOWNSEND. You will get all the benefit of the hearings in the record.

Mr. LEWIS. Congressman Lafean.

Mr. LAFEAN. Mr. Chairman and gentlemen of the committee—

Mr. TOWNSEND. We will assume they will be here soon.

Mr. LAFEAN. This morning we heard the statements of several gentlemen—

Mr. TOWNSEND (interposing). Kindly give your name and your title to the stenographer.

Mr. LAFEAN. Daniel F. Lafean, Member of Congress, twentieth district of Pennsylvania. It is quite natural that I heartily agree with the gentlemen who addressed the committee this morning in favor of this proposition, as I was the first to introduce in Congress a bill providing for the construction of a Lincoln memorial highway from the White House, Washington, D. C., to the battlefield of Gettysburg, Pa. This bill, H. R. No. 22339, I introduced December 7, 1908. It is as follows:

A bill to construct a Lincoln memorial highway from the White House, Washington, District of Columbia, to the battle field of Gettysburg, Gettysburg, Pennsylvania.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That as a national tribute of affection toward Abraham Lincoln, late President of the United States, a great memorial highway, not less than one hundred and fifty feet wide, be constructed from the neighborhood of the White House, in the city of Washington, District of Columbia, to the battle field of Gettysburg, in the State of Pennsylvania.

SEC. 2. That for the construction of the said memorial highway the sum of three million dollars, or so much thereof as may be necessary, be, and the same is hereby, appropriated out of any money in the Treasury not otherwise appropriated.

SEC. 3. That the said memorial highway be constructed under the direction of a commission composed of the chairman and the ranking Democratic member of the Committee on the Library of the Senate of the Sixtieth Congress, the chairman and the ranking Democratic member of the Committee on the Library of the House of Representatives of the Sixtieth Congress, the chairman of the Committee on the Library of the House of Representatives of the Fifty-ninth Congress, the Secretary of State, and the Secretary of War.

To overcome the objections raised to the large appropriation asked for in this bill, I, on January 19, 1909, introduced bill H. R. No. 26603, which is as follows:

A bill to construct a Lincoln memorial highway from the White House, Washington, District of Columbia, to the battle field of Gettysburg, Gettysburg, Pennsylvania.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That as a national tribute of affection toward Abraham Lincoln, late President of the United States, a great memorial highway, not less than one hundred and fifty feet wide, be constructed from the neighborhood of the White House, in the city of Washington, District of Columbia, to the battle field of Gettysburg, in the State of Pennsylvania.

SEC. 2. That the said memorial highway be constructed under the direction of a commission composed of the chairman and ranking Democratic member of the Committee on the Library of the Senate of the Sixtieth Congress, the chairman and the ranking

Democratic member of the Committee on the Library of the House of Representatives of the Sixtieth Congress, the chairman of the Committee on the Library of the House of Representatives of the Fifty-ninth Congress, the Secretary of State, and the Secretary of War.

SEC. 3. That the sum of twenty-five thousand dollars, or so much thereof as may be necessary to be expended under the direction of the commission created by this act, be, and the same is hereby, appropriated, out of any money in the Treasury not otherwise appropriated, to defray the expenses in making a survey for said memorial highway.

I have also during each succeeding Congress introduced a bill providing for the construction of this memorial.

It is unnecessary for me to touch upon the sentimental or patriotic phases of this measure, as they were both fully covered this morning. I prefer, rather, to speak upon the practical side of the construction of the road. I have before me blue prints, specifications, and cost of the Government roads which have been constructed by the National Military Park Commission on the Gettysburg battle field, which I will leave with the committee for their information and consideration.

The passage of the bill now under consideration will enlarge the powers of the present commission to such an extent as to enable them to make preliminary surveys under the supervision of the War Department, obtain estimates as to the cost of construction and maintenance of the road, and secure right of ways and report same to Congress in concrete form.

Good roads are now receiving serious consideration by practically every State in the Union. Whether or not the Federal Government should embark in roadmaking is a very delicate question and one which should have unusual and very serious consideration. I am, however, in favor of the Government building this highway from the White House, where the great emancipator, Abraham Lincoln, performed his immortal work, to Gettysburg, where the decisive battle of the great civil conflict was waged.

That Gettysburg is an objective point for tourists from all over the world is evidenced by the fact that 250,000 annually visit that place. In fact, I was advised that nearly 300,000 visited the battle field last year. Every tourist who comes to this country includes in his itinerary Washington, the Capital of the Nation, and the historic battle field of Gettysburg. After visiting Washington, the tourist consults his time table of trains to Gettysburg only to find, however, that to spend one day in Gettysburg he will be compelled to spend two days in going to and returning therefrom, which is entirely too long. There should by all means be some more direct route between the Nation's Capital and the great Gettysburg battle field. Why not make it the Lincoln Memorial Highway? A three hours' ride over this magnificent road, traversing the rich and fertile fields of Maryland and Pennsylvania (every foot of which is historic ground), would be a most fitting entrée to the world-renowned battle field, with its beautiful roads, handsome monuments erected by the several States in honor of their troops who participated in this great conflict, its Round Top, its Little Round Top, Cemetery Hill, Culp's Hill, its Peach Orchard, its Wheat Field, its Devil's Den, and its high-water mark, the objective point of Pickett's famous charge; and the hundreds of other points of historic interest and the national cemetery where Lincoln delivered his immortal speech and the resting place of thousands who gave their lives that this Nation might live.

It is hardly necessary to give the question of the erection of speak-easies, merry-go-rounds, or other objectionable amusements referred to this morning along the proposed way serious consideration. This is a matter for afterthought and one which can be readily solved by the commission or Secretary of War, under whose jurisdiction the road would more than likely be placed when constructed, if authorized.

My colleague, Mr. Borland, this morning presented various letters and resolutions received by him in support of the Lincoln Way. I could, as has already been done by Mr. Borland, introduce hundreds and thousands of letters, resolutions, and petitions all favoring the construction of a Lincoln Way which I received from the time I first introduced the bill providing for the construction of this road. In addition to encumbering the files of the committee, I am inclined to believe that the Committee on Printing might decline to publish the proceedings of this hearing.

Mr. TOWNSEND. Brother Finley would object.

Mr. LAFEAN. That might be. A gentleman, who is very much interested in the Lincoln Road, and at his own expense and time canvassed certain sections of the country through which the proposed road will likely pass for the purpose of ascertaining the sentiment of the people, advises me that the right of way would cost practically nothing. Two years ago, while in Gettysburg, a widow approached me and made this inquiry: "Is that Lincoln Highway going through my farm?" When I advised her that the route had not been determined upon, she remarked: "Well, if it does, as poor as I am, they can have half of it free." I have every reason to believe that if concentrated efforts were made by proper authorized persons that the Government could secure the necessary right of way without the outlay of one penny.

The highway commissioner of the State of Pennsylvania has directed that of the 8,000 miles of road authorized by the Legislature of the State of Pennsylvania to be constructed in that State, that the first road be built from Gettysburg to Harrisburg; the second from Harrisburg to Philadelphia, and the third from Harrisburg down the old Cumberland Valley road on to Pittsburgh. The construction of these three roads will begin as soon as the weather permits. These three roads in the State of Pennsylvania connected with the Lincoln Highway from Washington will give an outlet for the entire South to the North, East, and West.

Mr. TOWNSEND. May I interrupt you just a moment, because you have paid a great deal of attention to this matter? The last division of this Borland bill reads:

Said commission is directed and empowered to negotiate with the States of Maryland and Pennsylvania with a view to securing the consent of such States, or political subdivisions thereof, for the creation of said highway.

This just occurs to me. Would you approve of that plan of determining under what conditions the highway might be obtained, or would you prefer that it should be referred to the States of Maryland and Pennsylvania?

Mr. LEFEAN. No; this particular memorial, it seems to me, should be built by the United States Government.

Mr. TOWNSEND. No; should this last provision, "Said commission is directed," this commission which is already in existence, "is directed and empowered to negotiate" etc., "with the States of Maryland and

Pennsylvania." Do you think that commission could do the work of securing the right of way better than some commission in the States? I am talking now about securing the right of way.

Mr. LEFEAN. I misunderstood your inquiry. I believe the present commission could do this as well as any other.

Mr. TOWNSEND. I wanted to get your judgment about it.

Mr. LEFEAN. Yes; that is my judgment. Because of the personnel of the commission I believe that the owners of the property along the proposed road would be willing to deal with them. Without further trespassing upon your time, I simply wish to state that no more suitable memorial to Abraham Lincoln, who was himself a very practical man and who I have no doubt would prefer a memorial that would be of lasting use and benefit to the public rather than one only ornamental in character, than the construction of the Lincoln Way. It is so typical of the man himself, coming from the plain people. I further believe that I am safe in saying that the great majority of the American people favor the construction of a highway in preference to any other type of memorial.

Mr. TOWNSEND. In what county is Gettysburg?

Mr. LEFEAN. Adams.

Mr. TOWNSEND. Then, that is the twentieth district. That is your district, is it not?

Mr. LAFEAN. That is part of my district.

Mr. TOWNSEND. Then, as far as Pennsylvania goes, the road would simply be in Adams County?

Mr. LAFEAN. Yes, sir; that is the only county it touches in Pennsylvania. The congressional committee, of which I have the honor of being a member, appointed during the last session of Congress to confer with "The Fiftieth Anniversary of the Battle of Gettysburg Commission" of the State of Pennsylvania and report the recommendations of said committee as to the proper action to be taken by Congress to enable the United States fittingly to join in the celebration of the fiftieth anniversary of the Battle of Gettysburg, have in view certain plans which will be of material advantage to this project if voted on favorably during this present session of Congress. The State of Pennsylvania has already appropriated \$250,000 for the holding of this celebration; in fact, practically all the States of the Union have signified their intention of participating in this anniversary.

During the week I received a communication from one of my constituents who is a very enthusiastic supporter of the Lincoln Way project wherein he suggested the erection of a peace arch at the point where the proposed Lincoln Way crosses the Mason and Dixon line, and that the same be surmounted with statues of Gens. Grant and Lee clasping hands around the flagstaff. His idea in the erection of the arch is to symbolize the obliteration forever of the Mason and Dixon line.

The construction of this proposed highway is not for the sole benefit of automobilists, as it is represented. It is planned to have the road 200 feet in width with separate ways for vehicles drawn by horse, automobiles, and electric railway. In short, the road is to be of such a nature as to be a benefit to those in all walks of life. There is no question in my mind that if the road is once constructed each State will beautify certain portions thereof at their own expense.

One could go on reciting the virtues of the Lincoln Way. It appears to me, however, that the proper thing to do now is for your committee to report early and favorably this bill and thus afford our colleagues an opportunity to express their views and record their vote thereon.

The Representatives of the present Congress, who have been circularized with arguments both for and against the proposition, are in a position to vote intelligently on this bill. I can appreciate the position of the architects throughout the country who favor the erection of a monument in Washington and oppose the construction of the Lincoln Way. They would be unloyal to their profession should they take any other position.

Mr. TOWNSEND. We are very much obliged to you.

Mr. LEWIS. Mr. Chairman and gentlemen, I now take pleasure in introducing Mr. Page, the Director of the Office of Public Roads of the United States, who will discuss, as the committee may wish, the practical features of construction of this highway.

Mr. TOWNSEND. Mr. Page, for the purpose of having the matter on the record, will you please state to the stenographer the exact title of your office in the executive department of the Government?

Mr. PAGE. I am Director of the Office of Public Roads of the United States Department of Agriculture. My name is L. W. Page.

Mr. TOWNSEND. And for the same purpose, Mr. Page, will you state if, in your academic course and in your post-graduate courses, you have taken any studies to qualify you for the important position you hold?

Mr. PAGE. Yes, sir; I studied in Harvard University; took the first course in highway engineering that was ever given in the United States. I was for seven and a half years connected with the Massachusetts Highway Commission, and since that I have been with the United States Government nearly 12 years in charge of my work. Since 1905, when the Office of Public Roads was created by uniting the Office of Road Inquiry and Division of Tests, I have been director of that office.

Mr. TOWNSEND. I think you have made some investigations and studies abroad?

Mr. PAGE. Yes, sir; I studied at the French School of Bridges and Roads, and I have made studies of road work throughout Europe, as well as all over this country.

Mr. TOWNSEND. I am sorry to trouble you for those particulars, but I want that in the record, because, with the permission of the chairman, I am going to ask you, Mr. Page, to give the committee the benefit of your information on the subject. You heard the testimony of Mr. Diehl this morning?

Mr. PAGE. I heard a portion of it.

Mr. TOWNSEND. And he informed the committee that in his judgment a certain kind of road, which he described with more or less particularity, could be built along that highway for from \$20,000 to \$23,000 a mile. Now, in your own way, will you inform the committee whether you concur in that view or not; and then give the committee the benefit of any other views as to road construction which you may wish and which we would be very glad to have I am sure.

Mr. PAGE. As I remember a portion of Mr. Diehl's statement, he spoke of a 24-foot bituminous-surfaced macadamized road, at a cost, I think, of \$20,000 a mile. To start with the cost of a road is a good

deal like the cost of a house. It depends upon how big you make it and how good the material you put in it, and a number of other things, such as the cost of labor in particular localities. I have never made or seen a survey of the road to Gettysburg, but, as a rough statement, I should say that a road of that description could be built for \$20,000 a mile very easily, to include all ordinary bridges, culverts, underdraining, etc. I have never built a road quite as wide as that, but I have built them proportionally as cheap as that, of the same character. Last year the average cost per mile for bituminous macadam roads in New York State was about \$13,000 a mile, and they were 15 to 16 feet wide, all bituminous macadam.

Mr. TOWNSEND. Would you think, Mr. Page, that a road such as Mr. Diehl suggested to the committee, 5 inches of broken rock, of whatever size the road builder would decide upon, with 3 inches of stone and of binding material, would be a sufficiently solid and substantial lasting road for such a project?

Mr. PAGE. Yes; properly underdrained, I should say it would be.

Mr. TOWNSEND. Properly underdrained?

Mr. PAGE. Yes; we rarely ever build a road surface thicker than that nowadays. It is cheaper to put drains under the road than it is to fill a great trench full of rock, rock generally being the most expensive material that goes into the road.

Mr. TOWNSEND. What do you think of Mr. Diehl's idea of the width of 40 feet?

Mr. PAGE. Do you mean if left to me to build a road of any width I wanted?

Mr. TOWNSEND. Yes.

Mr. PAGE. I would cut is to 15 feet wide.

Mr. TOWNSEND. Having this project in view?

Mr. PAGE. I would make it very much narrower than 40 feet.

The CHAIRMAN. Having the memorial idea in view, Mr. Page?

Mr. PAGE. Mr. Chairman, I am not an expert on memorials of that description. I would rather have my friend Mr. Glenn Brown, or some one more competent than myself, to deal with that side of it; but taking a road from an economic standpoint, 16 feet in width is a plenty. The road from Paris to Versailles is not 16 feet wide, yet that road, on any good Sunday, the division engineer told me, carried over 10,000 automobiles alone. There is plenty of room. There is no use of having a road so wide.

The CHAIRMAN. But if you are just going to build an ordinary 15 or 16 foot road and attach the word "memorial" to it, that would do, but it would not be anything more than having the Government build a highway through Maryland and Pennsylvania under those circumstances, it seems to me, and then giving it the name of a Lincoln Memorial Highway. Is not that substantially what it would be?

Mr. PAGE. That is the way I look at it; yes, sir.

Mr. TOWNSEND. I am very eager to get at this fact: Is there any particular utilitarian purpose derived by a road wider than 24 or 25 feet?

Mr. PAGE. I do not see that there is. That is the reason I say that if it were left to me I would build a narrower road, because it will serve all the needs of traffic, and that is what roads are built for.

Now, coming to the decorative features of it, it is another matter. I would decorate the roadsides rather than make a wide road. You do not want a road any wider than to conveniently accommodate the traffic that goes over it. You can beautify the roadside as much as you please, which adds to the attractiveness of the road. To make a road wide does not make it any more attractive and does not make it any more of a memorial, it seems to me.

Mr. TOWNSEND. As to the character of the construction. I happen to know that you have placed in Long Island a series of different kinds of pavements. Have you any views as to the character of the road that would best serve this purpose other than the character Mr. Diehl suggested this morning?

Mr. PAGE. No; you see the road situation to-day is this: We can build a road that will easily accommodate automobile traffic, or we can build one that will easily accommodate horse traffic, but we are not sure yet that we have got one that will accommodate both, and we are experimenting and using various materials for binding, but none of them has been used long enough for us to say definitely how good they are going to be. Now, we know what sheet asphalt is. We have been using it for 40 or 50 years, and we know just what we can count on with it, but when it comes to these residual oils and these various tar products, etc., we have simply got to wait. Mr. Diehl, as I understood him in his estimate, included resurfacing every 10 years. With the ordinary patchwork and resurfacing, it would not make any difference if the materials did wear out shortly, as the sum of money he named would cover all that.

Mr. TOWNSEND. \$5,000 a mile a year?

Mr. PAGE. \$500 a year; \$5,000 every 10 years.

Mr. TOWNSEND. So your idea is, if in the meanwhile the progress of road construction, and especially the surfacing of roads, had suggested some new manner of resurfacing—

Mr. PAGE (interposing). They could be adopted; we can only use the best means we have now and improve them as time and experience suggests.

Mr. TOWNSEND. I am asking these questions because I feel that the whole committee is very much interested in this particular aspect of it—what the ultimate cost of the road and the ultimate cost of the upkeep will be, including the cost of resurfacing.

Mr. PAGE. Exactly. You can take the greatest cost in upkeep that I have been able to find in the past year—for certain roads in Yorkshire, England—which ran a little over \$900 a mile a year. The only data that is at all accurate which I have been able to get in the United States is in the State of New York, which runs something over \$800 a mile for State roads. Those are the highest type roads. The roads mentioned before averaged \$13,000 a mile in the first cost of construction.

The CHAIRMAN. How wide are they?

Mr. PAGE. About 15 or 16 feet, I think; they will vary from 12 to 16 feet. Most of them 16 feet.

The CHAIRMAN. Do you know anything about the character of the material that could be found along the right of way between here and Gettysburg?

Mr. PAGE. I could not say offhand, Mr. Chairman. We have at Dickerson, Md., and other points in Montgomery and Frederick Coun-

ties, an excellent trap rock. There is a great deal of limestone, I think, most of the way, but I have data in my bureau that I could put at the disposal of the committee that would show you the general character of it all the way.

The CHAIRMAN. If you would, Mr. Page, send us a communication giving your view and such information as you may happen to possess about the quantity and character of the material along the right of way, we would be obliged to you, and a statement as to how convenient it is to these proposed lines?

Mr. PAGE. I will be very glad to do it. I tested nearly all the rock that has been used by the State commission in Pennsylvania and tested more or less in the State of Maryland, and I can look up the general character of the rock. I am quite sure there is plenty of material.

The CHAIRMAN. And first-class?

Mr. PAGE. Undoubtedly. When you pass central Pennsylvania—when you get into the coal measures—the material becomes poor. They have only coal, fire clay, shale, and slate, and occasionally a soft sandstone, and the conditions there are bad, but we do not get into the coal measures going only as far west as Gettysburg.

THE ROAD MATERIALS AVAILABLE FOR BUILDING A ROAD FROM WASHINGTON TO GETTYSBURG.

A highway leading from Washington to Gettysburg, if built by the shortest possible route, would extend through the eastern and western divisions of the Piedmont Plateau, and would connect or approach the counties of Montgomery, Howard, Frederick, and Carroll in Maryland, and Adams County in Pennsylvania.

The Piedmont Plateau province contains a diversified assortment of rocks of which a number are very well adapted for road construction. They may be divided into (1) trap rocks, (2) granitic and quartzitic rocks, (3) calcareous rocks, and (4) slate rocks.

(1) The trap rocks include the varieties of gabbro, peridotite and pyroxenite, diorite and diabase; (2) the granitic and quartzitic rocks comprise gneiss and quartz-schist, granite, quartzite and triassic sandstone; (3) the calcareous rocks include marble, crystalline limestone, triassic conglomerate, Shenandoah limestone. Phyllite is found in the slate-rock division.

In Montgomery County are to be found trap rocks, granites, gneisses, and sandstones, which are well distributed throughout the eastern and central portions. In the extreme western part there is a narrow band of trap rock which is extremely well suited for road construction. Very good road-building material is to be found in the region of Hunting Hill. This county is well supplied with suitable road-building materials, except in the northwestern portion, where the slate-rock deposits are to be found. The phyllite encountered here is not a suitable road material, since it lacks hardness, toughness, and readily grinds down to mud and dust.

The northwestern territory of Howard County contains much gneiss and quartz-schist, with a band of more suitable peridotite and pyroxenite traversing the central portion. The trap found in this narrow band is among the best road metal in the country.

To the north of Montgomery County and in the direct line of the proposed Washington-Gettysburg road is Frederick County. In this county are to be found trap rock, limestone, sandstone, and quartzite. The trap rock which is popularly known as "niggerhead" rock is the best material. It occurs in beds or dykes extending southward from Emmitsburg to the Potomac, and can be conveniently shipped by rail. The limestone is found in a limited area near Frederick, and is generally quite soft. The western portion is finished with sandstone and quartzitic rock, which, however, are not particularly suited for road construction. The shales found in the eastern portion are not suited as a road material.

That portion of Carroll which would most likely lie near the proposed road, namely, the northwestern portion, contains triassic sandstone, which could be satisfactorily used in the foundation courses. The trap rock available in this county is confined to limited areas south and west of Westminster. It is of excellent quality.

Mr. TOWNSEND. Will you give the committee some information about the character of a piece of road that your department proposed to experiment with out Chevy Chase way?

Mr. PAGE. Yes. Last summer we constructed a little bit over a mile of road, from Chevy Chase Circle north, in which we used eight different types of material. The rock is the same in all of those sections of road. Each section is about 1,000 feet long. We have used two different tar products, three in all, water gas, and two different coal-tar products; also the various residual oils that the oil companies turn out, then on a side road we have used some surface treatments, and we hope this summer to continue the work and use a number of patented and proprietary materials, as well as do some original constructive work. We intend using oil concrete, with a double blanket bituminous coating on top.

Mr. TOWNSEND. How thick is that double blanket, as you call it, surfacing?

Mr. PAGE. What we intend doing is this: On this particular section the foundation is very bad.

Mr. TOWNSEND. The natural foundation?

Mr. PAGE. Yes; the natural foundation is very bad. It is on a mica-clay subsoil, and no road has ever stood on it. Several have failed, and it will be pretty expensive to underdrain that by means of French drains or the V-shaped road, so I want to lay 6 inches of gravel concrete with 10 per cent of oil mixed with concrete, which will prevent its absorbing water. On top of that concrete I want to put what is called a paint coat of bituminous binder over it and broomed just as thin as it can be gotten, then spread on this a light layer of what we call splinter stone, and go over it with a light roller to give a good bond to the concrete. Another paint coat should be applied on top of this and then dust and screenings, which should be finally rolled. This will make a blanket coat not to exceed three-quarters of an inch in thickness. My idea in doing this is never to let the traffic wear through to the concrete. You see we have a monolithic foundation which will not need any subdraining at all, and I think the road will be cheaper than if we underdrained it, and we know that this double blanket coat on old macadam surfaces has lasted for two and in some cases three years. We can put that on at an expense of about 10 cents per square yard. Now, say it will last for two years, it will only be 5 cents a square yard a year, which is as cheap as sprinkling the road with a water cart for a season. By replacing this surface just as soon as it wears down to the concrete we will always have a foundation. On this experimental road we will put up signs on each section, giving the exact cost per square yard above the foundation, the character of the road and analysis of the binder used, and the volume and the character of the traffic which goes over it, so that any highway engineer can at once determine the relative merits of the different sections.

Mr. TOWNSEND. Pay his money and take his choice?

Mr. PAGE. Exactly. As far as the cost of a road 15 feet wide, the average cost of construction is under \$15,000 a mile, and a 24-foot road should be built under \$20,000 a mile, and in that I mean to include small bridges, etc.

Mr. TOWNSEND. Is there any advantage, in your opinion, in having that additional 5 inches of rock?

Mr. PAGE. Telford foundation?

Mr. TOWNSEND. Yes.

Mr. PAGE. I would not, and I do not believe in it. Still that is a matter of the opinion of the engineer.

Mr. TOWNSEND. I am sure I have no opinion, and I do not know whether the chairman has or not. We are simply seeking information and regard you as an authority. Your final conclusion is that it would cost \$20,000 a mile. Taking a wider road than you would be in favor of, if you were building, is that a safe maximum limit?

Mr. PAGE. I think so. Mr. Chairman, I would like to make mention of this point—that is, if you will allow me to locate the road properly, not if you are going to go across unnecessary chasms for the purpose of building bridges, but taking it from an engineering standpoint in locating the road.

The CHAIRMAN. Following the lines of least resistance.

Mr. PAGE. Exactly, not attempting to drive a straightaway road such as the Romans did, simply to save distance, a properly located road, 24 feet wide, should not exceed \$20,000 a mile.

The CHAIRMAN. Do you know anything about the direction for a feasible roadway, to find the lines of least resistance between here and Gettysburg?

Mr. PAGE. No, sir; I have never been over the line, even.

The CHAIRMAN. Certainly it would not be wise to construct an air line?

Mr. PAGE. I do not think so. I do not think they are as attractive to look at, and are certainly the most extravagant. There is nothing that can be said in favor of it. The Romans probably did it because their roads were built for conquest only.

Mr. EVANS. For a different reason altogether.

Mr. PAGE. Yes.

Mr. EVANS. In the first place they had plenty of labor that cost them nothing, and in the second place every hour saved that you have to travel by foot amounts to a great deal?

Mr. PAGE. Exactly.

Mr. EVANS. The reasons were totally different, so, as I have always understood, when the reason for a rule ceases the rule ceases.

Mr. TOWNSEND. As this has been mentioned, and also mentioned this morning, will you give the committee, if you have it, any estimate of what, figured in to-day's parallel, the Appian Road would probably cost.

The CHAIRMAN. What would it cost now to construct it?

Mr. PAGE. It has been estimated that with present conditions and prices of labor the Appian Way would cost not less than \$50,000 per mile. The Appian Way was paved to a width of about 20 feet.

Mr. LEWIS. How long?

Mr. PAGE. It ran from Rome to Brundisium, a distance of 360 miles. The Romans dug out a trench, in roads of the type of the Appian Way, about 3 feet deep, and in the bottom of that they paved with large stones called the statumen; then they had three layers after that; rudus, nucleus, and summa crusta. There is one peculiar thing about the Roman roads; the first layer on top of the foundation stones was composed of lime mortar and broken stone and potsherd, any kind of rock aggregates they could collect from the neighborhood, then they put another layer on top of that pretty

much of the same character, but they made the lime hot. Why they did it I do not know. On top of that and in that lime mortar they placed large stones that were very carefully chipped out so they fitted well together. Now, they had a sort of curb, not in the middle of the road, but I think about 20 feet apart—10 feet from the center on each side—a curb that came up 18 or 20 inches, which it is supposed the soldiers used for resting, sitting on to rest on their marches. The soldiers had the middle of the road and the horse traffic had the two outer sides. Nobody has been able to explain how a horse could travel over a Roman road like that for 40 miles without going lame. They were unshod horses, so the Romans must have kept earth on top of that; otherwise I do not see how their horses could have made the distances they did. A great deal of misapprehension exists in regard to the Roman roads. We hear a great many people say, "Why do we not build roads like the Romans? It is a lost art." I do not think a Roman road would answer the demands of present-day traffic such as exists in Fourteenth Street SW. of this city. Most of the specimens of Roman roads we see to-day are those that have been buried a good many hundred years and have been preserved in that way.

MR. TOWNSEND. Never had the equivalent of modern traffic on them?

MR. PAGE. No; I could show you a large number of pictures of the Appian Way where it is now macadamized. This surface has probably been renewed many times in the past.

THE CHAIRMAN. If it were not resurfaced occasionally it would hardly be passable.

MR. EVANS. The same is true of the Roman roads built in England; they do not exist to-day.

MR. PAGE. The foundations of some of them are there.

MR. EVANS. They have all been buried a long while.

MR. PAGE. A very long while. You can generally see the old fills across some of the valleys, and the same is true in France. When you see those very straight roads, you can be quite sure they are the old Roman ways.

MR. EVANS. Take that road from Lincoln up to York; it is practically a straight line?

MR. PAGE. Yes; that is an old Roman way.

MR. EVANS. Straight as an arrow.

MR. LEWIS. If the committee will permit, we would like to introduce Mr. Stabler, a representative citizen of Montgomery County, for a few minutes.

THE CHAIRMAN. Mr. Stabler.

STATEMENT OF MR. STABLER.

MR. STABLER. Mr. Chairman and gentlemen, my home is at Sandy Spring, Md., where the original farmers' club of the United States was organized. We have a settlement there of people who are considered good farmers. We have now seven farmers' clubs there in Montgomery County, all organized after the fashion of the first one, to meet around at each member's house once a month, every month. Now, those seven farmers' clubs hold an annual convention at our town in the Lyceum Building, and for the last three years they have

each year passed resolutions favoring the Lincoln Memorial Road as a practical memorial to the memory of Abraham Lincoln. The average attendance at one of those conventions is about three hundred farmers, mostly of course from our own county, but some from all over the State, and sometimes from Virginia, and they have agitated the question there; it has come up prominently at every annual meeting since the idea was first discussed.

I have always felt that for my part the best, the most appropriate, memorial that could possibly be built or made for the memory of Lincoln would be a road. It is a practical idea; it would connect Washington with Gettysburg. There is no good direct way to get from here there now by any public conveyance. If you go by rail you have to go a roundabout way, either to Baltimore and around up there, or else to Harpers Ferry or Weverton and Hagerstown and around that way. It would enable a great many more people to visit Gettysburg, and the more people that do visit there, the more interest is taken, and, from our standpoint, we think it is a very much more appropriate and better—

The CHAIRMAN (interposing). Do you think very many people would drive from Sandy Spring to Gettysburg?

Mr. STABLER. They do now over our ordinary dirt roads. We have a number of macadamized roads there and a great many go from all parts—from the country and from Washington by automobile, and from Baltimore; going there constantly. We had a party of six old gentlemen, ranging from 75 to 85 years old, that went up there last summer in two or three automobiles and visited the Gettysburg battle fields and spent the day there, and they could not have made the trip hardly in any other way.

The CHAIRMAN. Would there be any traffic or commerce between Gettysburg and Sandy Spring?

Mr. STABLER. There would be a great amount. It opens up three of the best counties in Maryland, three counties in Maryland that furnish much produce that would more naturally come to Washington than anywhere else. Our turnpike, starting out here at the District line, at Silver Spring or Sligo, and running directly on up to Westminster, was always called the Meridian Road. It runs by the map as nearly straight north from Washington as possible. Of course the road could be made perfectly straight, but could be made more economically, I presume, though I am not an engineer, if it could take the best lay of the land; but, in any event, it is not so very long, and there is an idea that has been advanced that would interest the States, and that was for each State to erect a little monument of some kind appropriate to that State, for a milestone at each mile.

Mr. TOWNSEND. Speaking of these people going by automobile from here to Gettysburg, what roads do they use?

Mr. STABLER. They follow very much this Westminster Road.

Mr. TOWNSEND. How many miles is that?

Mr. STABLER. Well, it is about 60 miles from here into Westminster and about 12 miles from there to Gettysburg; I think that is about the distance, making altogether about 72 miles from Washington. That is my recollection of it. I have never made the trip in that way. I have been to Gettysburg, but I went a very roundabout way to get there, traveled over three different railroads, and it makes it a tedious journey.

The CHAIRMAN. Would not that road, if constructed along the line you suggest, cross or be near railways most of the time?

Mr. STABLER. No; very little. Our Metropolitan road here goes northwest—almost west; it goes to Rockville. This road would go past Sandy Spring or nearly about, very nearly north.

The CHAIRMAN. How far is Sandy Spring from the railway?

Mr. STABLER. Nine miles east of Rockville.

The CHAIRMAN. Is that your nearest railway station?

Mr. STABLER. That is our nearest railway station, but the one we use mostly—because our traffic is mostly toward Baltimore—is 12 miles away. We are just 33 miles exactly south, very nearly south, of Frederick City, and 27 miles due west of Baltimore. One idea I have heard advanced in regard to it was the idea in comparing it with the Monument. The Washington Monument, you know, was a great while being built. For a long time it stood there like an old pile of rock, the remnant of some old antiquated building, until the women of the country took it up and built it, and I heard a very fine lady say some time ago, talking about this memorial road, that if Congress and the men did not build that road soon the women would take it up and build it just like the Washington Monument was built.

Mr. EVANS. That would be quite a satisfactory solution of the matter. That would let us out.

Mr. STABLER. There is no telling what they would do.

Mr. EVANS. I am in favor of their doing it.

Mr. STABLER. If they undertake it.

Mr. EVANS. They did the Washington Monument so well.

Mr. STABLER. They certainly made a good job of it. There has been something said here about the width of the road. Our judgment has been, in discussing the matter there—our farmers among themselves—that a road 24 or 25 feet wide would be abundantly wide.

Mr. EVANS. I think some gentleman misunderstood that this morning. The question is how much of the road are we going to take for a road; just the roadway for automobiles is one thing and for horses another, and perhaps a footpath or bicycle path would be another; but what we meant this morning was how much land should we take if we wanted a memorial road, and 200 feet was thought to be enough for all purposes.

Mr. STABLER. I understood 150 or 200 feet. One hundred and fifty feet would make a very good road.

Mr. EVANS. Including space for trees along the roadside.

Mr. STABLER. Another point. You wanted to own sufficient land so you could control the abutting farms or land, otherwise you did not know what might be placed there; but so far as Montgomery County is concerned you need not have any uneasiness about having any nuisance abutting the road, because Montgomery County has been for a great many years, and always will be, a dry county, so there would not be any trouble or danger of a saloon butting in there right on that road. You can depend on that because that business has been settled a long time ago, and it has come to stay.

There is no better idea of a road ever been advanced by anybody, I imagine, than Maj. McAdams's idea was, first to build a road, round it up a little, and make it drain, and have an underdrain, then cover that road with something which is substantial, and the cheapest and the best and universal covering that is put upon that road is crushed

stone of some kind. That, I suppose, would be left to the management and the builders and the engineers, who would have charge of the construction of the road.

Mr. TOWNSEND. Fortunately for Mr. McAdams he lived before the day of automobiles.

Mr. STABLER. Yes.

Mr. TOWNSEND. So they have got to have now an advance on his idea, and have a binding surface.

Mr. STABLER. Of course, all of that has come up since, but he had the original patent of rounding up a road, building a road and then covering it with something that would be substantial, and stone is what is most naturally used for that purpose.

The old national road that was built from Baltimore to Pittsburgh a great many years ago—I do not know that I ever heard any estimate as to what that cost. I believe it was built in Gen. Jackson's administration, or about that time. A great deal of that road is still in existence. It was kept in repair by the counties it passed through and is still a good road. Of course, there are many hills on it; they did not grade so much then as they do now. They did not have the same machinery for grading; but I merely cite that to show that road is still in use.

At one time, when my father was clerk in a hardware store in Baltimore, all the hardware that went to Pittsburgh and Cincinnati was wagoned over that road, and he once made a trip over that road on horseback. It was a thoroughly established road and had little taverns on it every 10 or 15 miles for the convenience of persons traveling the road.

I do not wish to take up the time of others who can better handle the question than I can, but if there are any questions I can answer in connection with it I would be glad to do so.

The CHAIRMAN. I do not think I have any.

Mr. STABLER. I have made some prophecy in my time of things I thought would come to pass in the course of a few years, and I prophesied several years ago this road would be built, and, as I am a young man yet, I expect to see it.

Mr. LEWIS. I ought to give the assurance, at least to old offenders in Congress, that my first interest in this road is not due to its advantage, if realized, to any one district. It is due to the idea I entertain, in common with all other American citizens, of the great Lincoln. Great men realize everybody's ideals, and Lincoln I think perhaps has realized the Democratic ideal as well as the Republican ideal, and every true ideal, in his life and work. It is rather odd that half a century should have passed before a serious effort is being made to memorialize him. The first thought that occurs to me in doing that work is that as Lincoln himself was unique, the method of memorializing him should be unique. A method that compels comparison, as any mere frigid stone in this city would do, would fail utterly in that respect. The child would ask the mother which was the higher, Washington's monument or Lincoln's; the grown child would want to know which cost the most, and, outside of the mere emotional sentiment of the matter, it seems to me there are limitations upon realizing what we should wish in the way of a monument for Lincoln. I am not an artist and therefore should not be taken too responsibly in what I say, but it seems apparent, even to a layman, that the possi-

bilities of art to the nontechnical mind, to the nontechnical understanding, have long since been exhausted. It is quite possible that to the artistic and technical mind increasing complication and complexity, as in music, add beauty and pleasure, but the ordinary mind simply can not follow and understand those later developments of art. Unless we should simply copy the early Greek designs we should fail to erect a monument that the people who really love Lincoln—that the natural people of the world like himself would understand. I do not think you can find in the reasonable probabilities of structural art assurance that the unique monument you seek can be obtained. On the other hand, there are dangers of grave, very grave, disappointment. I mention one in the art of music. Perhaps not a man in this room is aware of the fact that back in 1876 this Government, anxious to have a national march that would properly express the feeling of our people on the centennial of the independence of the Nation, appropriated \$5,000 to have the great Wagner write a march. I think I could challenge anyone here to say that they had ever heard of the march. They paid the great Wagner \$5,000 for the march. It so happens I have heard it a number of times. It is the bummiest thing that ever has been written, and that verdict comes from his own friends and the competent critics of music.

Mr. EVANS. That is a little hard. It is undoubtedly like all made-to-order music.

Mr. LEWIS. It might be your verdict if you had to hear it half a dozen times, as I have.

Mr. EVANS. We hear it given every year by the Thomas Orchestra. I have heard it every year for 20 years, and it is like all made-to-order music. I think your criticism is, in the main, right, but it is a little severe.

Mr. LEWIS. Well, it has been a number of generations since my Welsh friend has been connected with the land of Wales, where music runs pure and does run. My connection is more intimate, and I have more confidence in my judgment.

Now, they went to the real fount of music, to the great artist of his time, the greatest artist, perhaps, of all times, to get a proper centennial work, and they utterly failed in the effort. We have no assurance such would not be the result with the eminent and unselfish gentlemen who have this matter in mind with regard to the selection of a stone-structure monument. I will not permit myself to speak of the appropriateness of the natural monument suggested by the Borland bill, which, for 70 miles, by its constant change of scenery, by its actual sincerity of suggestion, would bring to the mind the greatest piece of nature the human family has yet produced—Abe Lincoln himself—and bring it back with a genuineness of suggestion and simile that would not prove a cold mockery of his character as another monument among the 10,000 monuments in this city might do.

With respect to the cost of this proposition the committee ought to be serious. I shall be the first to suggest as to that matter that it ought to know what it is going to cost, and it ought to know what we are going to get for the money. I do not believe the enterprise ought to be made as extravagant as our sentiment might warrant; that the strict line of utility and the expression of the ideal we have in mind ought to be kept together in a reasonable way, and so I would ask the committee not to judge the practical features of this

matter upon the very insufficient presentation of them that could be made in this preliminary statement of the subject, but rather of the main conception, a great natural, appropriate, and enduring monument; a monument that nature would make every effort to preserve and not every effort to destroy. If that conception should appeal to the committee, or if the committee should suppose it ought to be presented for decision to the House and Congress, then the other, secondary features, should be taken up and considered.

Mr. TOWNSEND. The thing amounts to our opening up what a previous Congress has done, does it not? That is practically what this bill asks.

Mr. LEWIS. It has not done it until it has spent the money; it is a mere formalized suggestion.

Mr. TOWNSEND. Of course, we are not bound by it.

Mr. LEWIS. We are not even bound in any sense of having contracted obligations to any persons.

The CHAIRMAN. Have you any other witnesses, Mr. Lewis?

Mr. LEWIS. No, sir. On behalf of those who have appeared, and on behalf of the other friends of this conception, I want to thank the committee for the patient hearing that has been given.

The CHAIRMAN. Gentlemen, we have been very glad to see you, and the committee will now stand adjourned.

HOUSE OF REPRESENTATIVES,
COMMITTEE ON THE LIBRARY,
Wednesday, March 6, 1912.

The committee met at 10.30 o'clock a. m., Hon. James L. Slayden (chairman) presiding.

The CHAIRMAN. Gentlemen, this hearing is rather unexpected, and has been called to accommodate Mr. Cook and some other gentlemen who must leave at 11 o'clock a. m., and they can not stay but a very few minutes, and so we will just put them on without any more formality and let them make a statement, and, if they prefer, they may submit their arguments in writing. They want to leave on the 11 o'clock a. m. train, as I understand it.

Mr. Cook, if you are ready now you can make your statement to the committee.

STATEMENT OF WALTER COOK, OF NEW YORK CITY.

Mr. COOK. Mr. Chairman and gentlemen of the committee, I listened with a great deal of interest to the description of the proposed road and its function yesterday, and I was somewhat divided in my mind as to whether the primary motive of this road was an utilitarian or sentimental one. From the point of view of the utilitarian proposition I was also somewhat surprised, if it proposed to erect a monument to President Lincoln which shall be of a directly utilitarian character, that the only proposition that has been made is that for the road to Gettysburg, and if it is strictly to be utilitarian there is no reason why various drafts, with various ideas and suggestions, might not give utilitarian ideas ranging from the acquisition of certain lands, which will probably be a great benefit to the city of Washington, to the erection of a memorial.

I was, therefore, somewhat surprised that apparently the absorbing interest of the American people now is in that traffic which will be represented with automobiles, and inasmuch as the statement is made that this road would be a great reputation ratifies all of those efforts which distinguished Mr. Lincoln. It seemed to be perhaps a somewhat amusing idea that those plain and worthy citizens, the persons who in their simple life and in their kindly efforts most represented the President of the United States really should be conceived of as using this great highway in their touring cars, and in that way typifying those efforts which we seek to commemorate. However that may be, I have also thought of it from the sentimental standpoint, from the point of view of sentiment, and in thinking of this from the point of view of sentiment, I think we must not forget that the problem which is to erect a monument to Lincoln, it will be one thing or the other, and I was somewhat struck with the Appian Way. It has these principal characteristics, and I have made a rough calculation as to the requisites which are necessary to turn this into an Appian way, and I think it is between \$80,000 and \$90,000, and with such a distance apart as would be proper, and I am afraid that in the immediate future we can hardly find 80,000 citizens whose monumental attempts may fitly decorate this highway. But if it is to be built like the Appian Way, it is absolutely necessary that this road should not be merely a road, however beautifully constructed, but that it must be a road surrounded by something which is rich which shall constitute a monument to Lincoln, and in order to do that, we shall not only require the space necessary for a wide and handsome highway, but also the space on either side of this road which should be reserved to be treated either as tracts with gardens or whatever you please, but in some way must be treated, otherwise we shall be losing our moral precedent of a beautiful road on which would be established from time to time road houses with advertisements of chewing gum, and while this road might be a very valuable one, those elements if not safeguarded would detract from the purpose of the project. It is for the Government to consider, and those who are placed in charge of the matter should very carefully consider what that road should be, and that these surroundings must be in order to make it neither a proposition which is simply utilitarian or one which exists by virtue of sentiment, but must be actually in itself a monument, and I think we may safely leave it to the gentlemen who have this in mind to consider what that would entail. So, gentlemen, we are not speaking either for or against the road or anything else except that we think it only due to all of us to consider that whatever is selected, the selection that is made should be neither a utilitarian one nor a sentimental one, but must be a proper monument.

Mr. EVANS. How far do you think the Federal Government should own on either side of this road in order to prevent road houses, disreputable, disorderly houses?

Mr. COOK. I should think between 100 to 150 feet of road.

Mr. EVANS. So that whatever is beyond that which we can not control—all the distances—would be of such a nature as not to be obnoxious to the people riding on the road?

Mr. COOK. I think so, and if the Government would make it so that the access would be of some difficulty also.

The CHAIRMAN. Mr. Cook, if you care to supplement your argument with a communication to the committee, we will be only too glad to have it.

STATEMENT OF MR. R. C. STURGIS, OF BOSTON.

Mr. STURGIS. I don't feel that it was quite fair to indicate, as was intended yesterday, that those who spoke for the road had a sentimental interest in Lincoln, nor do I think it was quite fair to intimate that an enormous number of people all over the country were supporting that particular scheme. To a certain extent, coming within my range of experience, I know that part of that interest in the Lincoln road was artificially created, in a way. I will take just two examples in Boston. The Boston Society of Architects, of which I am the president, and the Boston Architectural Club and the Senators and Representatives of the New England States strongly advocated the scheme that had been indorsed by the park commissioners for a site on the Potomac. In both cases they were quoted in the Congressional Record as having supported the road. I wrote to the Senator who had made that statement in the Record and asked him to have it corrected. It was corrected in a subsequent issue of the Record, and at present the Boston Society of Architects stands in the Record as having first indorsed the road and then the Potomac site.

The CHAIRMAN. The first statement was incorrect?

Mr. STURGIS. The first statement was incorrect, and it was never corrected; it was simply supplemented by another statement.

BOSTON SOCIETY OF ARCHITECTS,
Boston, March 8, 1912.

HON. JAMES L. SLAYDEN,
Chairman Library Committee, House of Representatives.

DEAR SIR: I appreciate your courtesy in allowing me to speak to the committee at the hearing on the 6th of March. I inclose for the records of your committee the letter I referred to. This was sent to the New England Senators and Representatives on December 29. There appeared in the Congressional Record the statement that the Senator from New Hampshire presented a petition from the Boston Society of Architects urging the approval of the road to Gettysburg as a memorial to Lincoln. I wrote the Senator, and he replied that it was an error on the part of his secretary, which he regretted and would correct. His idea of correcting a false statement was to insert another statement that the Boston Society of Architects indorsed the park site. The society is therefore recorded as in favor of both, and the original misstatement has not been corrected. I am informed that at least five other organizations which wrote in support of the park site were similarly misquoted, probably through the carelessness of a secretary, in the Congressional Record. The letter states clearly the position of the society, and this position represents, I believe, the position of practically all professional bodies, whose training and experience fit them to judge best the artistic and commemorative requirements for a memorial of such great national importance. I am, dear sir,

Respectfully, yours,

R. CLIPSTON STURGIS.

BOSTON SOCIETY OF ARCHITECTS,
120 Boylston Street, Boston, December 29, 1911.

Sent the following letter to all the Senators and Representatives from New England, 37 in all:

This organization wishes to urge you to use your influence toward securing a dignified memorial to Abraham Lincoln on the site selected for such a memorial by the Washington Park Commission, in their report of January 1, 1902, and recommended by the National Fine Arts Commission.

We are strongly of the opinion that the location is the best for such a memorial, and consider that its recommendation by three expert commissions and its unanimous approval, so far as we are aware, by architectural and artistic organizations of this country and Europe is sufficient warrant for its acceptance by any lay body with whom final decision rests.

Very truly, yours,

R. CLIPSTON STURGIS, *President.*

STATEMENT OF MR. A. S. WORTHINGTON.

MR. WORTHINGTON. Mr. Chairman, I have come to make a few observations before the committee at the request of Mr. Glenn Brown and others who are interested in the subject you are considering. As I am a member of the bar, I would like to have it understood that I do not come here in my capacity as a lawyer, but simply as a citizen who reveres the memory of Abraham Lincoln and would like to see him appropriately honored. I am also one of those who stood behind Mr. Lincoln during the war, and after its close became a member of the Grand Army of the Republic. I am a life member of that organization. I know of nothing in the constitution or by-laws of the Grand Army of the Republic which authorizes my friends, Gen. Black and Col. Hopkins, to undertake to express here an opinion as to what would be a fitting memorial to Lincoln which would be binding upon their fellow members.

I have been shown this morning an article, which was published in the Chicago Herald on the 12th of January last, which contains what purports to be a letter from Col. J. A. Watrous, a retired officer of the United States Army, in which he makes a statement which I think should be before this committee. He says:

Great stress is put upon resolutions adopted by the National Encampment of the Grand Army held at Rochester last August. The resolutions came before the encampment in an irregular way near the end of a session which lasted from 9 a. m. to 7 p. m., when most of the delegates had left the hall instead of going to the committee on resolutions. It is safe to say that not 30 of the 800 who had a right to vote voted for them. Congressmen and others who know these facts are not likely to pay much attention to those resolutions.

I was not at the encampment when these resolutions were passed, and I would not for a moment be understood as saying that this statement of Col. Watrous is correct. I merely present it to the committee so that if it be deemed important the committee may ascertain whether the resolutions in question were adopted in the perfunctory manner stated by Col. Watrous.

I have also been handed this morning what purports to be a recent statement made by Mrs. Philip N. Moore, who was referred to here yesterday as representing several hundred thousand other women who are in favor of a road to Gettysburg. This is a letter purporting to be from her in which she says:

I am delighted that the Lincoln Memorial Commission, created by Congress, has approved the recommendations of the Commission of Fine Arts that the memorial be placed in Potomac Park and that it be a beautiful monumental structure. I sincerely trust that Congress will promptly accept the report of the commission and make possible its early completion. I am sure I voiced the sentiments of the more than 800,000 women who constitute the membership of the federation of which I am president.

I think it is important that whoever considers this subject should know that the question of what would be a fitting memorial to Abraham Lincoln has been presented to three different expert commissions and one congressional commission. The consideration of

this subject by these bodies began in 1902 and ended quite recently. The last of these bodies was the committee of which President Taft is chairman. The members of the expert commissions were 30 in number and were all men selected because of their high standing in matters of that kind. It would seem that their opinion should be entitled to great weight. They have unanimously agreed upon the proposition that the proposed Lincoln memorial should be placed in the Potomac Park on a line with the Capitol Dome, the Grant Statue, and the Washington Monument.

The CHAIRMAN. Who were these gentlemen?

Mr. WORTHINGTON. The first body was the Washington Park Commission, which acted under the authority of the Senate in considering a general plan for the development of the city of Washington. It was that plan in which Senator McMillan took so much interest. That was in 1902.

In 1909 President Roosevelt asked the Fine Arts Council for a report on the various sites suggested. That council was a body which was appointed by him. I believe later on there was an expression by the House or by the Senate, I have forgotten which, doubting the authority of President Roosevelt to appoint that council. What there may be in that I do not know, but the men he selected were of the highest standing.

Mr. TOWNSEND. Some of the members of that committee which you have just referred to are members of the present committee.

Mr. WORTHINGTON. Yes, that is true. Finally came the present Lincoln Memorial Commission, of which Mr. Taft is chairman, which was appointed by the act of the Sixty-first Congress of February 9, 1911. Soon after that commission was organized it called upon the National Fine Arts Commission, which was appointed by Congress by the act of May 10, 1910, for advice as to the most important and suitable site and the most imposing and fitting design for a monument to Lincoln. The Fine Arts Commission devoted several months to a study of the drawings submitted to it and to the relation of the different sites suggested to the city of Washington and its surroundings, and they came to the conclusion, after this careful consideration, that the only site commensurate with the renown of Lincoln was the one recommended by the park commission in Potomac Park. I again say that it seems to me that there is nothing before this committee which is entitled to greater weight than the great consideration given to this subject by all these gentlemen, and the fact that they reached a unanimous conclusion. They comprised many of the most prominent architects, painters, sculptors, and landscape architects in the United States. Their names are Cass Gilbert, C. Grant LaFarge, Walter Cook, William A. Boring, S. B. P. Trowbridge, John G. Howard, Glenn Brown, Thomas R. Kimball, John L. Mauran, D. H. Burnham, John M. Donaldson, George B. Post, Arnold W. Brunner, Robert S. Peabody, Charles F. McKim, William S. Eames, James Rush Marshall, Abram Garfield, Frank Miles Day, William B. Mundie, C. Howard Walker, John LaFarge, F. D. Millet, E. H. Blashfield, Kenyon Cox, Augustus Saint Gaudens, Daniel C. French, Herbert Adams, H. A. MacNeil, K. T. Bitter, F. L. Olmstead, and George Kessler.

On the general question whether there should be a monument to Lincoln in the ordinary sense of the word, or whether to honor his

memory we should resort to some public work whose main purpose will be to serve the public and which will only incidentally commemorate him, I am strongly in favor of the monument. I do not know that on that general question I am competent to add anything to what has been said. I would say that since we all probably think that Lincoln was the greatest man since Washington, if we are going to commemorate him by some public utility in the way of a road or some other useful structure that he is entitled to have named after him, the greatest work of that kind in the world, and you might better carry out the idea which is involved in this plan of a road to Gettysburg as a memorial by passing an act of Congress declaring that the Panama Canal shall be called the Lincoln Canal. He would then have a monument which would have cost some \$500,000,000, while as a monument it would not cost the Government anything. This, of course, is a pleasantry, but I think it illustrates very strongly the proposition that you have here. The canal is built as a canal, not as a monument, and if you build the road it will be a road primarily and a monument only secondarily. If you are going to commemorate Lincoln by a useful structure of any kind, why not build a bridge across the Potomac, joining Washington with Virginia; that, too, would not only commemorate Mr. Lincoln but would be a recognition of the reunion of our once divided country.

The CHAIRMAN. Could that be really made monumental and artistic?

Mr. WORTHINGTON. I can not pass upon that, but I think we should not confuse the idea of a memorial to Mr. Lincoln with anything that is simply utilitarian.

There is another consideration involved here which perhaps may not have occurred to the gentlemen who have spoken to this committee, as most of them are laymen. Having had occasion in the course of my practice to consider questions of eminent domain, it seems to me that there are difficulties in the way of a proposed road to Gettysburg as a memorial to Lincoln which should be taken into consideration before the matter is finally decided. I have not understood from anything that I have heard here or from anything that I have read on the subject, whether it is proposed that the Government shall take the absolute title to the land over which the proposed road is to run, or whether it is anticipated that it shall merely acquire a right of way. The only way in which the Government can acquire absolute and exclusive jurisdiction over the land is by consent of the Legislatures of the States of Maryland and Pennsylvania. The Constitution of the United States so provides. Now, if such consent should be given, and the absolute title to the land should be so taken, then the District of Columbia would be enlarged so as to reach as far as Gettysburg, and its shape would remind one of that so-called "shoe-string" congressional district in Mississippi. The Government of the new territory thus added to the District would be a problem for Congress alone. In this way the State of Maryland would be divided into two separate States, one part of which could not be reached from the other without crossing foreign territory. Some new problems relating to interstate commerce would arise in this way and many other perplexing questions. It can not reasonably be supposed that either of the States in question, and especially the State of Maryland, would ever give its consent to such a cession. The only other way in which the Government

could get a title to the land would be by having it condemned. The question would then arise, for what purpose shall it be condemned—for the purpose of a road merely? Congress has the power, as the Supreme Court has several times held, to construct highways through the States, both for the purpose of facilitating interstate commerce and for the purpose of establishing mail routes. The Supreme Court has also held that Congress had the power under the Constitution to condemn land for the use of the Gettysburg National Park. Whether the Supreme Court would sustain the right of Congress to condemn land from Washington to Gettysburg not for the benefit of interstate commerce or for use by the post-office authorities, but as a memorial, it would not be wise to predict.

Whether the Government should condemn the land absolutely or simply condemn a right of way over the land the road would occupy space not within the exclusive jurisdiction of the United States, but subject to the laws of the States through which it is to pass. What manner of vehicles might use it, speed regulations, and many other legal questions which would arise from time to time along the road would have to be determined by the State tribunals. We already have a situation of this kind in that part of the Conduit Road which lies in the State of Maryland. The Government constructed an aqueduct from the Great Falls of the Potomac to supply the city of Washington with water. Over this aqueduct the Conduit Road was built by the United States. The greater part of it lies in the State of Maryland, and over that part of the road there is constant trouble growing out of the acts of officers of the State of Maryland who arrest persons traveling over the road in automobiles, charging them with violating the speed laws of the State. It seems to me that it would not be a dignified or fitting memorial to Abraham Lincoln to construct a road over which citizens of the United States could not travel without being subject to such petty annoyances from the authorities of the different counties through which the road would pass. The Government would have a memorial over which it practically would have no control.

There is another matter which was referred to yesterday in the hearing here as to which it seems to me that the Members of Congress who are to pass upon this question should be fully informed. I refer to the organization which has been formed by a large number of automobile owners and which has raised a good deal of money to cultivate what seems to me to be a fictitious sentiment in favor of the proposed road. I have here a copy of the circular which that organization has issued. It is dated February 7, 1912, and is headed, "Lincoln Memorial Road Association of America." Mr. James T. McCleary, who spoke here yesterday, is the president of this organization and his son, Leslie T. McCleary, is the "executive secretary." I read the circular for the information of the committee.

LINCOLN MEMORIAL ROAD ASSOCIATION OF AMERICA,
Washington, D. C., February 7, 1912.

The JANNEY-STEINMETZ & Co.,
Philadelphia, Pa.

GENTLEMEN: As you probably know, Congress has provided \$2,000,000 for the creation of a national memorial to Abraham Lincoln.

Two general plans for this memorial will be presented for the consideration of Congress. One plan restricts the memorial to a purely ornamental structure in Washington.

The other plan contemplates the construction of a great highway or boulevard leading from a superb memorial structure in Washington to the spot at Gettysburg where Lincoln delivered his immortal address which "crystallized the spirit of the Republic into a paragraph." Through its extensions by the various States this will rapidly develop into a transcontinental highway and become the nucleus of a great national system of public roads which will bind together all sections of the nation. Every city, town, and hamlet in the country will build a highway to connect with some extension of the Lincoln road.

Some of those who are still opposed to having the National Government take any hand in road building claim to see in the construction of this memorial road the establishment of a precedent and the entering wedge for a policy of Federal aid to highway improvement.

While we have sought to avoid this issue, now that it has been raised, it should be met in such a way as to convince Congress that the people would not regard the establishment of such a precedent as an objection to the road as the essential feature of the memorial.

Congress will undoubtedly regard the sentiment expressed for this road as a partial index of the sentiment for Federal aid throughout the country and will appropriate for highways as soon as it is convinced that the people are as much interested in the improvement of their roads as they are in the improvement of their rivers. If it is desirable to have the Government build or aid in the building of highways, why is not this the place to begin?

Probably nine-tenths of the people who have considered the question prefer the memorial which includes the road to Gettysburg and would favor removing the restriction in the present law which limits the memorial to something located wholly within the city of Washington. The thing to do is to have them say so to their Congressmen and Senators. Most of them will do so if asked to.

We are therefore conducting a national campaign of publicity and organization to get the wishes of the people before Congress. As a part of this campaign it is very desirable to send a personal letter with a leaflet and form like the inclosed to 1,000 leading citizens in each of 275 congressional districts, asking those addressed to take this matter up with their Congressmen and Senators. To put these letters with inclosures in the mail costs about \$45 per thousand, or a total of \$12,375.

Having in mind the far-reaching importance of this matter, one of the good roads committees connected with the automobile industry has subscribed \$2,500 to aid our publicity campaign. Many of the leading automobile clubs and individual manufacturers have subscribed varying amounts. You may have subscribed directly or indirectly. But even if that is the case it is vital to the success of this movement that you subscribe a substantial amount in addition as more money is urgently needed and a popular subscription could not be raised in time to be available.

Over 100 Members of the National House of Representatives, including the Speaker of the House and many of the leading Senators of both parties, have already expressed themselves in favor of the memorial road. We would like to make it as nearly unanimous as possible.

I hope that you will give this movement your strong moral and financial support and that you will act at once.

In addition to making a substantial subscription now I hope that each of your executive officers will write a personal letter to his Congressman and his two United States Senators, urging them to favor the plan for the Lincoln memorial, which includes the road to Gettysburg, and that you will arrange to have each of your representatives and agents throughout the country do the same.

Yours, very respectfully,

LESLIE T. McCLEARY,
Executive Secretary.

So you see that this road to Gettysburg is to be merely the entering wedge for building memorials in the form of roads all over the country.

Washington has a State named after him, and I suppose that he has a county named after him in almost every State in the Union. Innumerable towns are also named after him. If this scheme for a road to Gettysburg should be adopted, and the Supreme Court should sustain the contention that Congress has the power to create memorials of this kind for men whom the Nation chooses to honor, you will have a road from here to Gettysburg, and another road from Gettysburg to somewhere else, and so on, and after a while the fact

that this road is named after Lincoln will have no more meaning than that there is a county named after Lincoln in the State of Illinois.

But if favorable action is to be taken by the committee in the direction indicated by the bill which is before it, I venture to suggest that the end of the gentleman who prepared that bill could be obtained in a much better way. All that ought to be done, even to accomplish what the gentlemen who support that bill have indicated as their wish, could be better accomplished by amending the existing law by striking out the words "in the city of Washington." If that were done, this commission, of which President Taft is chairman, would be at liberty to consider this matter, and they could then, if they chose, report in favor of this scheme of a road to Gettysburg. The members of the commission would then hear fully everybody upon this subject, and could obtain exact information, such as it is difficult for this committee to acquire at hearings like this. Then Congress would have proper information upon which to act.

I do not myself lay great stress upon what has been said here about Abraham Lincoln being such a plain man and that he should have a plain monument. He was a plain man in his early days, but when he became President in 1861 he was no longer a plain man. If it is contemplated that the characteristics of his earlier years should be commemorated, Congress might provide for a colossal representation of him in the act of splitting rails or steering a raft. This would not be edifying, it is true, but it would be a monument to Lincoln and one that could be seen as a whole.

But no view of this matter will do justice to Lincoln which deals with him before he became the leader in a great conflict which attracted the attention of the whole world and resulted in determining that government of the people, by the people, and for the people shall not perish.

The CHAIRMAN. I infer from your remarks that you think that this measure, if it should be adopted and substituted for the present law, would be to make it an entering wedge, so to speak, for the construction of highways throughout the country at the expense of the Federal Government?

Mr. WORTHINGTON. As to that I would like to say that I have heard an illustration used here which seems to me is of very little value. It is said that Congress expends large amounts of money for the improvement of rivers for the benefit of commerce, and that, therefore, Congress has the same power to build roads. In the first place, by the Constitution of the United States the Government has exclusive jurisdiction over the navigable waters of the United States, and those improvements are made under that power. It is a very different thing when you come to ask the Government to establish roads through the States. That power will have to be maintained upon the idea that Congress has the right to build roads and establish routes for the benefit of commerce or for the carrying of the mails. It seems to me to be a thing not to be thought of, that when we come to erect a monument to commemorate Abraham Lincoln we shall have to resort to a right given to Congress to regulate commerce between the States, or a right given to it to provide for the transportation of our letters and periodicals.

Mr. TOWNSEND. You have not said so directly, but am I excused for supposing that we are at liberty to infer in your mind there is the

thought that the advocates of this road are advocates of special conveniences and privileges for special localities?

Mr. WORTHINGTON. Oh, no; I would not undertake to make that charge against all the people who favor the building of this road.

Mr. TOWNSEND. Then, can we infer that the thought is in your mind that this is a movement in favor of a special class, viz, automobilists?

Mr. WORTHINGTON. I say I would not for a moment stand here and claim that all the persons who are advocating the building of this road to Gettysburg to Abraham Lincoln are doing it with a motive of that kind.

Mr. TOWNSEND. As you have given this phase of the proposition some thought, I will ask you this: By what means would any one not owning or running an automobile be able to get from here to Gettysburg or from Gettysburg to Washington.

Mr. WORTHINGTON. None at all, to my mind. It would become an automobile road, so far as the intercourse between Washington and Gettysburg is concerned, as a matter of course.

Mr. EVANS. If you want to make it something for the plain people, you would have to put a trolley on it?

Mr. WORTHINGTON. Yes, sir; Of course, of the hundreds of thousands of people who come to Washington from all parts of this country to see Washington and the great monuments and the buildings which are already here, there is not one out of five thousand who wants to bear the expense of hiring an automobile for the purpose of taking a ride to Gettysburg and back. It would inevitably become a road which would be used for only two purposes—one is that the people who live along the road would have the benefit of it for taking their products to market or going to church or anything of that kind, which I suppose nobody would want to prevent; and the other would be its use by those who own automobiles and would like to have an 80-mile speedway built by the Government for their use.

The CHAIRMAN. As a man of public affairs—I believe you live in Washington—would the construction of a memorial highway from here to Gettysburg be taken as a precedent, authorizing appropriations for the construction of roads here and there and everywhere throughout the country?

Mr. WORTHINGTON. That would be inevitable, I think; I do not see how that could be avoided.

STATEMENT OF MAJ. W. V. JUDSON, ENGINEER COMMISSIONER OF THE DISTRICT OF COLUMBIA.

Mr. JUDSON. In the first place, I looked up a few things that might bear upon this subject. I investigated the character and cost of the Appian Way, to which I had heard the gentlemen compare this proposed memorial road. The Appian Way was 350 miles long, extending from Rome to Brindisi. It was begun by Appius Claudius 312 years before Christ and required 282 years for its completion. It is stated that Appius Claudius exhausted the Roman treasury in defraying the expenses of its construction.

The greatest width of the road was 26 feet between curbstones and its least width was but 14 feet. It was constructed of large slabs of stone laid in mortar, constituting a thickness of about 3 feet of almost solid masonry, so that there are some remains of the Appian

Way to-day, including ruts which I understand are 8 or 10 inches deep, indicating that the road would not ordinarily have been in a condition to have pleased those who now engage in travel over such roads.

I have here a report on the memorial road it has been proposed to build from Arlington to Mount Vernon. This road was but 15.08 miles long, and the estimated cost of it was \$1,819,869. It was to be a Telford road; that is, a macadam top and Telford base. It was to have been only 60 feet wide as to the roadway and to have 30-foot parkings on each side, making the total width 120 feet. The estimate was at the rate of \$120,000 per mile.

Mr. WORTHINGTON. Who made that investigation?

Mr. JUDSON. It was made by a distinguished engineer of my corps, Gen. Hains, and is covered in a letter from the Secretary of War to the House of Representatives, Executive Document No. 106, House of Representatives, Fifty-first Congress, first session.

Now, to-day we have another strain put upon the road—that is to say, we have the automobile, which tears up the road that is built for the ordinary traffic of former times. It would not be advisable to build a simple macadam road, as was proposed to be done by Gen. Hains, because it would be destroyed in a season by automobiles if they were run in any great number and were allowed to proceed at speed. It would, therefore, be almost necessary to have several roadways, one for the ordinary wheel traffic, iron-tired traffic, that might go upon it, and another for automobiles. The automobile road would probably be oiled, treated as the park roads around Boston are and as our Rock Creek Park roads were last year. This oil forms a mat with the other material of the road, but the mat is broken up when there is iron-tire traffic on it. Thus there would have to be several roadways—at least two—and probably it would be desirable to have three, leaving out any consideration of a trolley line. I conceive, therefore, that the cost of such a memorial road as anyone would have in mind after a proper study of the subject would be a road that would cost at least twice as much per mile as the proposed Mount Vernon road. It would have at least twice the number of roadways, at least twice the width of right of way, and in some respects it would be very much more costly, because of the necessity of preparing it for automobiles by constant oiling or by some kind of a permanent pavement made of asphaltic macadam, or something of that kind. Even in the country they are coming to building in many places some portions of the road of this material where the heavy traffic comes upon it, and perhaps, therefore, if you allow all kinds of traffic upon it—heavy vehicles—it would be cheaper in the long run to put down an asphalt or similar fixed pavement. I figure that the proposed road would certainly cost twice as much per mile as the narrow single road, with only 120 feet right of way, to Mount Vernon. The land would cost twice as much. Even that would give us only 240 feet, which I think would be entirely insufficient. On such a basis the road would cost a little over \$20,000,000.

Now, I figure that there would be 6,000,000—nearly 7,000,000—square yards of road surface, and you should allow 10 cents per square yard per annum for proper maintenance. The cost of maintaining the road surface would be between \$600,000 and \$700,000 per annum, and this allows nothing for the maintenance of parkings or of fences

or of bridges, and when you take into consideration all of these it would bring the sum considerably over \$1,000,000 for annual maintenance. The estimate of cost covers no ornamental features of any kind, not even trees.

Mr. TOWNSEND. Just substantial coverings?

Mr. JUDSON. And bridges; yes, sir. That is really about all I have to say. If you wish to keep road houses away you would have to provide a good half a mile on each side of the road.

Mr. EVANS. You don't think 150 feet would be sufficient to keep these disorderly places out of the view of conveyances?

Mr. JUDSON. No, sir; I don't think it would, although you could reduce the nuisance by using dense shrubbery.

Mr. TOWNSEND. The scheme that has been presented is to have a total width of 200 feet, and that would leave 80 feet on either side of the road.

Mr. JUDSON. But leaving only a 40-foot roadway; yes, sir.

Mr. TOWNSEND. The scheme that was most spoken of here yesterday was a 40-foot road, with 25-foot bound surface; that would leave 160 feet—80 feet on either side.

Mr. EVANS. There was no road spoken of yesterday except for automobiles; that is, a road suitable for automobiles.

Mr. JUDSON. If you had a road suitable at once for automobiles and heavy traffic, you would have to have a fixed road of some kind like an asphalt pavement, probably an asphalt pavement would be the least objectionable from all points of view.

Mr. TOWNSEND. You don't think that an 8-inch roadway—that is, 5 inches of broken rock and 3 inches of surfacing of cement and a binding composition would answer that purpose?

Mr. JUDSON. Hardly. Under the conditions you would need a concrete base.

Mr. TOWNSEND. Assuming that it would be done in the best known manner, of course.

Mr. JUDSON. With bituminous macadam we have covered some old hard-packed macadams, but we don't like to put that down except on a concrete basis. We have had experience here in the District in using the penetration method to put bituminous binder into the voids of the upper stone course, such as you described; but it is something that has been put down only from two to three years, and when you come to consider the maintenance, it is hardly cheaper than the asphalt pavement where there is any considerable traffic upon it. We don't like to have any kind of fixed pavement now without having an absolutely unyielding base.

Mr. EVANS. Then in your judgment it would not only be better to have a number of roads for different vehicles, but it would even be cheaper?

Mr. JUDSON. Well, it would really be cheaper to have one, and have a standard asphalt paving. For example, our experience here is that that kind of a road has to be resurfaced only once in 20 years.

Mr. TOWNSEND. If constant care is exercised?

Mr. JUDSON. If constant care is taken. The maintenance would be about 10 cents per square yard per annum for all future time, and a cheaper pavement would still cost 10 cents per square yard per annum to maintain, perhaps more, depending on the traffic.

Mr. EVANS. Major, I want to call your attention to the fact that yesterday a gentleman, who was supposed to be a good engineer said that this road could be built for \$20,000 a mile.

Mr. JUDSON. You can build a road for that, but it would be very similar to the country roads of Maryland, not different in any respect. I do not think you could do that if you had to buy your right of way and provide the parkings. It would probably pay for the bridging, grading, and macadamizing of an ordinary country road, including purchase of right of way.

Mr. EVANS. You were simply speaking of automobiles entirely?

Mr. JUDSON. It would build a road that would be very good for the first year or two, but it would require, if you would have the traffic you speak of, to be rebuilt every few years. If you treat the road with oil you can not let any other traffic on the road except automobiles, and keep the road in good shape.

The CHAIRMAN. Why not?

Mr. JUDSON. The oil and the dust worn from the stone under automobile traffic make a smooth surface, we call it a "mat," that looks like an asphalt surface. The ordinary iron-tired vehicle will destroy the mat, but if there are only a few of them, the automobiles will iron it out again and preserve it in reasonably good condition.

Mr. WORTHINGTON. Major, didn't you have some experience at Porto Rico?

Mr. JUDSON. Yes, sir; I have built a great many roads down there.

The CHAIRMAN. What character of roads?

Mr. JUDSON. Such a road as you were speaking of, \$20,000 a mile roads.

The CHAIRMAN. What did they cost per mile?

Mr. JUDSON. I remember Gen. Davis asked me that question once so that he might answer people that came there, and I prepared a drawing showing a number of cross sections, varying in cost from \$100,000 per mile down to \$8,000 or \$9,000 per mile, depending on the topography. Every road would be composed of various parts each similar to one of the types.

The CHAIRMAN. On the average, as much as \$25,000 or \$30,000 a mile?

Mr. JUDSON. I don't think so, because a good many of the roads were in the level country along the coast; but I should say they averaged \$15,000 a mile—something like that.

The CHAIRMAN. How wide were they?

Mr. JUDSON. We had several widths, depending upon the importance of the road; they varied in width from 20 feet with 18 feet of surface up to 36 feet with 32 feet of surface, as I remember it.

The CHAIRMAN. Those wider roads were—

Mr. JUDSON. Leading into the larger towns where several roads came together and made a larger traffic.

The CHAIRMAN. The average road through the country?

Mr. JUDSON. That would be in the neighborhood of 25 feet. I may say that our labor was very cheap in Porto Rico.

Mr. WORTHINGTON. Would these big "Seeing Washington automobiles," if they were used on the roads you are talking about—would they be harder than the ordinary automobiles on the road?

Mr. JUDSON. I don't think they would be. They don't go rapidly, and it is the rapid movement of the automobiles—the suction—that

pulls the binder out of the road. If the road had a good foundation, they wouldn't do as much harm as the fast-going light automobiles.

Mr. WORTHINGTON. They couldn't make a round trip to Gettysburg at the present rate of progress in one day?

Mr. JUDSON. Not without ruining any macadam road. If the big machines went as rapidly as the small ones—if you had at once speed and weight and size—they would destroy the road very quickly unless it had a fixed pavement.

Mr. BROWN. I simply wish to make a statement regarding some data which I compiled that was mentioned yesterday by the engineer representing the automobile associations. In the first place all of the speakers talk of a magnificent memorial road in memory of Lincoln, and propose, from their estimates, to give us a small country highway. It is similar to saying they will present us a Cathedral like St. Peter's and then give us a frame shanty. It is similar to saying they will present us a statue like the great Saint-Gaudens Lincoln in Chicago and give us a galvanized iron figure by a tyro. The basis of their offerings were something grand, magnificent, durable; their concrete proposals are insignificant, mean, and perishable.

Mr. TOWNSEND. It is only fair to recall to your mind that these estimates of \$20,000 per mile were not the estimates of the gentlemen who were talking of the memorial road. Mr. Diehl and Prof. Page gave us those estimates and figures.

Mr. BROWN. They were, I thought, representing the parties advocating the roadway, and they were making a direct issue with some estimates which I had made on the cost of a memorial road. I have gone very carefully over this data, and it is largely based upon the proposed roadway to Mount Vernon, which does not have the real dignity of a memorial road. From this data I find a dignified simple memorial road would cost from twenty-eight to thirty-eight million dollars, according to the length of the road, without architectural adornments. This would furnish broad right of way, easy grades, good roadbeds, and durable surface, dignified bridges, substantial fences, attractive parking, trees, and grass. I am pleased to find this conforms very closely with what Col. Judson said this morning, when he gave the minimum cost of a memorial road as \$20,000,000 without trees, fencing, or parking, and only 240-foot of right of way. When these items are added my estimates will not appear unreasonable.

Mr. TOWNSEND. Your estimate now includes monumental accessories, beautiful bridges, parkings, etc.?

Mr. BROWN. My estimate includes grading, cutting, and filling to give an easy grade, curbing, gutters, walks, culverts, bridges, riprap, land purchase, roadway, surface roadway, trees, shrubs, sodding, top soil, sowing grass seed, fences, and hedges, but no buildings, monuments, or statues.

The CHAIRMAN. In this letter addressed to the Janney-Steinmetz Co., of Philadelphia, and coming from the Lincoln Memorial Road Association of America, Leslie T. McCleary, executive secretary, there is this statement: "The other plan contemplates the construction of a great highway or boulevard leading from a superb memorial structure in Washington." What is meant by the phrase "superb memorial structure"?

Mr. BROWN. That is the proposition of a memorial structure on Sixteenth Street, as I understand it, on which, of course, nothing less than \$2,000,000 could be expended.

Mr. EVANS. Do you know whether there have been any transfers of real estate lately along this proposed line? Has anyone examined the records to see whether anything has been recorded along this line?

Mr. BROWN. Not to my knowledge. Mr. Watrous has just given me a telegram which he has received from his father. It reads as follows:

MILWAUKEE, WIS., March 5, 1912.

R. B. WATROUS,

Union Trust Building, Washington, D. C.:

Past Commander in Chief Wiessert opposes Gettysburg Road; wants memorial Potomac Park. Soldiers in Wisconsin favor Washington memorial. Press of State and Nation, with few exceptions, pronounce against road and favor memorial Potomac Park. A billion dollar road or any road would not be suitable memorial to Abraham Lincoln.

J. A. WATROUS.

He is one of the officers of the Grand Army of the Republic, and it was from his letter that Mr. Worthington quoted when he referred to only 30 members being present out of 800 delegates when they passed the resolutions, which were the occasion of Gen. Black's speech yesterday.

I wish to file herewith the data on the cost of the memorial road to which exception has been taken.

DATA ON THE COST OF A LINCOLN MEMORIAL ROADWAY.

The Engineer Corps of the Army in 1890 made a detailed estimate for a memorial road to Mount Vernon, 15 miles in length, consisting of a cut and fill 120 feet wide, a roadway 60 feet wide with 30-foot parking on each side.

The data for obtaining the cost of a memorial road is based upon these estimates:

Estimate for cost of 1 mile.

| | |
|---|-----------|
| Grading, cuts and fills, average price of gravel, clay, and rock, 233,500 cubic yards, at 40 cents..... | \$93, 400 |
| Curbing, 32,000 linear feet, at 90 cents..... | 28, 800 |
| Gutters, 15,870 square yards, at 50 cents..... | 7, 935 |
| Top soil, 28,599 cubic yards, at 20 cents..... | 5, 719 |
| Culvert, bridges, riprap, and bank paving..... | 36, 000 |
| Land purchased, 36 acres, at \$100 per acre..... | 3, 600 |
| Drainage, sidewalks..... | 10, 240 |
| | <hr/> |
| 20 per cent increase in prices since 1890..... | 185, 694 |
| | 37, 138 |
| | <hr/> |
| | 222, 832 |

Estimates based on recent data for surface treatment.

| | |
|---|------------|
| Roadway, surface grade, stone bed, and bituminous surface, 70,400 yards, at \$1.50..... | \$105, 200 |
| Trees 4 to 5 inches diameter 1 foot above ground, 2,000 yards, at \$5..... | 10, 000 |
| Shrubs, sodding, and sowing grass seed..... | 2, 000 |
| Fences or hedges, 10,560 linear feet, at \$1..... | 10, 560 |
| | <hr/> |
| Engineer's services, 10 per cent..... | 350, 992 |
| | 35, 099 |
| | <hr/> |
| Cost of roadway per mile..... | 386, 091 |

Total cost of roadway.

| | |
|--|----------------|
| Shortest road, 75 miles, given by Geological Survey..... | \$28, 956, 825 |
| Length of road, according to present automobile route, 84 miles..... | 32, 431, 644 |
| Probable length of new road when surveyed, 100 miles..... | 38, 609, 100 |

STATEMENT OF IRVING K. POND, OF CHICAGO, ILL.

MR. POND. Mr. Chairman, I shall reduce what few remarks I have to make to writing and transmit them to the committee later. But in listening to the arguments yesterday, one or two points came up which I think merit consideration.

THE CHAIRMAN. Do you want to have your remarks, which you propose to reduce to writing, follow right along what you have to say now?

MR. POND. Yes, sir; right after this. The remark was made that where there are artists there is discord. I have listened to a great many orchestras and, Mr. Chairman, I failed to note the discord. If there is any little difference of opinion, a little off the key with one instrument, it is submerged in the grand harmony, and that is the case with the architectural bodies, and the artists to-day who are interested in the Lincoln memorial—we may have our little differences of opinion, but it is submerged in a grand finale, there is no discord in the architectural body on this matter. Two names were mentioned as of this committee who were opposed to the project in hand. The names were asked, and they were Mr. Gilbert and Mr. Burnham. I have had no conversation with Mr. Burnham, but I have spoken to Mr. Gilbert, and he has been with me shoulder to shoulder in this work up to as late as January last, when I saw him in New York. He is now on the ocean, I understand, and can not be reached.

THE CHAIRMAN. Going to or returning from Europe?

MR. POND. Going over, and the last advice from his office was that he could not be reached for two weeks, but I can speak positively for Mr. Gilbert. He may have said what no one of us will say, that we are in favor of good roads. There is not a sensible man who is antagonistic to the good roads proposition; but the good road as a monument is another thing.

I had the pleasure of coming before the Women's Club of Chicago the other day, a large and influential body, of which Mrs. Moore is the president, and you have heard read a portion of her letter, and she was in favor of a great highway extending the length and breadth of the country—not quite that—we don't want to cover the whole country north, south, east, and west with one highway, but still it is no greater fault than a road connecting the North and South and the East and the West. The women brought this point up, of a stranger in Chicago who was walking along Lincoln Park Boulevard and asked where the memorial to Lincoln might be. He was on the memorial and didn't recognize it until he was directed to the St. Gauden's statue of Lincoln in Lincoln Park. This statue has done more to place Chicago on the map in the line of art than any other monument to which Lincoln's name is attached than any other one thing, and the women recognized that when they erected it that it was to have this effect. That is what they want to put up in Washington; not to go out and stop for a drink at the roadhouse and to use his name in an undignified manner when you are mending a tire, but to have that

name before you as an object of reverence and dignity whenever the name is mentioned to you.

The CHAIRMAN. Before you leave, what do you think of the suggestion, as an artist, that there should be no competing monument in the vicinity of the Washington Monument?

Mr. POND. I should say that might best be answered by the appearance of a man and wife on the street, I don't think that they are competing, I think they should be one. There should be a unity there—it is not always so, but I think it should be.

THE AMERICAN INSTITUTE OF ARCHITECTS,
Chicago, Ill., March 8, 1912.

Mr. CHESTER HARRISON,
Clerk Committee on the Library,
House of Representatives, Washington, D. C.

DEAR SIR: Supplementing my remarks before the committee on the morning of March 6, allow me to say in answer to Representative Borland's remarks as to the permanency of monuments, that the tomb of Hadrian stands to-day in a state of remarkable preservation, whereas the Appian Way is lost to sight for many a mile. A monument to Lincoln such as is contemplated in Potomac Park will last as long as that civilization lasts which honors Lincoln's name. When that civilization passes the monument and roadway alike will be obliterated.

I had no wish to argue against a good road, but it is impossible to conceive of the great common people using this special road, and in so doing reverencing the memory of Lincoln. Seventy-two miles between Washington and Gettysburg is too long a distance for the pedestrians to travel in contemplation, or in any state of mind for that matter.

A trolley line along the road will not serve the purpose of getting people to and fro so as to make the road in any way serviceable as a connecting link between Gettysburg and Washington for people who have in mind the honoring of Lincoln. The road would resolve itself into a speedway for automobiles, and no one traveling an automobile speedway is in frame of mind either to view the country or to have his mind dwell upon the grandeur of a great character.

The monument to Lincoln must be grand, simple, and impressive, free from irrelevancies, and expressive of the nobility of his latter life rather than of the popular notion of the crudity of his earlier days.

Very respectfully, yours,

IRVING K. POND.

STATEMENT OF RICHARD B. WATROUS, SECRETARY AMERICAN CIVIC ASSOCIATION, WASHINGTON, D. C.

Mr. WATROUS. I would like to take advantage of this opportunity to submit a brief statement of our association, the American Civic Association, which has been very glad to work with the American Institute of Architects for the Lincoln memorial indorsed and approved by the President's commission.

Mr. TOWNSEND. And the special commission of Congress.

Mr. WATROUS. Yes, sir; the American Civic Association has been engaged for a great many years in trying to arouse cities in the work of making them beautiful places to live in. It has always been their practice in the employment of expert advice to get comprehensive civic plans, and this involved the advice and counsel of experts in the profession of landscape architects or building architects, to whom every proposition of a building nature for the municipality must be referred, and no building can be erected, no structure of any kind can go up in the city of New York without the approval of this Municipal Art Commission. It is the beautiful really; there must be combined beauty, as you know, with utility. I say these things to give you an idea that experts are desired, and that when they make a report their report is generally to be accepted.

We have a very distinguished body composed of the President's Commission on Fine Arts, and every member of our association is active in reaching that end. They have made a report and the congressional committee has approved of it. It would seem as if that ought to be the final word. I, of course, want to be included with all the others who are favoring good roads. We all want them. But there is a larger problem involved in the Federal Government building a road to Gettysburg. It is a new undertaking for the Government to undertake the making of roads. Heretofore it has been done by the States, and it seems to a great many of the men interested in this subject that that should still be adhered to. The rich State of Pennsylvania is amply able to do this work for such a road. Maryland can surely afford to spend a few millions for roads. Yesterday one of the speakers let his fancy carry him some 20 years forward, and he said that a visitor to Washington came across the Memorial Circle and didn't know what it was. Now, he didn't give the average man and woman very much credit for reading the newspapers and magazines to learn about the city he was going to visit. I can not imagine a person coming to Washington and not knowing anything about a Lincoln memorial. My fancy can also carry me ahead a little and, if this road is built, I can imagine reading in the newspapers a telegram telling of the terrible collision of two automobiles in which several joy riders were killed on the Lincoln Memorial Road, and that is not a very pleasant report. We are not going to be able to get to Gettysburg in any 2 hours without violating speed regulations, and anything intended to be a memorial to President Lincoln must be of the purest and most refined nature.

STATEMENT OF MR. M. B. MEDARY, OF PHILADELPHIA.

MR. MEDARY. If there are any two monuments in America that belong together, it is that one of the man who made the Union and the other man who saved it. The monument to Washington means nothing if during the Civil War all that he had done had been destroyed. Therefore if you want to honor the man who saved what Washington made, there can be no more ideal associations than two monuments that regard the methods of these two men, which were absolutely unique in American history, and one is nothing without the other, and that should be shown in this memorial.

THE CHAIRMAN. You think there would be no inharmonious feature of it?

MR. MEDARY. Absolutely none. We have cities and streets and States and boulevards and counties and everything named after Washington. There are monuments for sculptors and all kinds of people, and yet no one ever looked at the great big monument standing out there without realizing it is the greatest monument in the world.

THE CHAIRMAN. I think it is.

MR. MEDARY. Now, the space that would be required for a monument for Lincoln would be desirable, a place where you could go to contemplate the life of Lincoln is harmonious. It is absolutely impossible for you gentlemen to journey from Washington to Gettysburg within two hours. In order to come back the same night and have any time at Gettysburg and make the trip in two hours you

would have to violate every speed law in every State, and then call it a memorial to Lincoln.

Mr. TOWNSEND. If we have a few minutes, I would like to ask the author of the bill a few questions, Mr. Borland. What I wanted to know from you is your impression of how this road, if it were built, could be utilized by the public.

**STATEMENT OF WILLIAM P. BORLAND, AUTHOR OF THE BILL
AND MEMBER OF CONGRESS FROM THE STATE OF MISSOURI.**

Mr. BORLAND. The road could be utilized in the same way that any other road could be utilized. The best way to answer that question is to give an illustration. We have in Kansas City, my own home, some 50 or 60 miles of boulevards not paved with asphaltum, but finished with macadam and treated with oil, and we have in the county surrounding Kansas City, Jackson County, between 290 and 300 miles of macadam road treated with oil, which are, in effect, an extension of these boulevard systems. The boulevards of the city, of course, go from park to park. Those highways, or boulevards, are the greatest artistic and social asset that we possess. They have done more for the uplift of the social life and the condition of the people, their freedom of thought and their freedom from all of the social burdens that are bearing down upon the Nation now than anything else that I know of. They are a sure cure for congestion of population. It has been years since we have had a strike in Kansas City; it has been years since we confronted the difficulties that have confronted other cities. But the reason of that is not altogether attributable to the fact that we have good roads.

Now, as to how a road of this kind could be utilized Mr. Judson answered that question very ably and fully. Rapidly running automobiles have a great suction and it sucks up the filler of a road, and the wear on a road of an automobile depends upon the speed and not upon the weight and size.

We have a law in Kansas City providing for wide tires on traffic vehicles, and, as Maj. Judson says, it is found that if the road is slightly torn up or worn in ruts by the ordinary traffic on the road it will be promptly ironed out by the heavy tire of the automobile and the surface packed with the oil.

The proposed road from here to Gettysburg would be about 72 miles in length. I do not hesitate to say that I think it will be largely used for automobile and motor traffic of some character. I don't think that any of it should be devoted to a franchise for a street railway, because there are plenty of other roads they could take.

Mr. EVANS. Is not that the only way that the common people could use it?

Mr. BORLAND. Not entirely; no. There is no reason why the usual proportion of horse-drawn vehicles should not use it, but that proportion is getting smaller every year. I am of the opinion that the proportion of horse-drawn vehicles is going to get smaller. Now, we might have a portion set aside at the side of the road for the people who ride horseback, because they cut up the road. The other vehicles use the center of the road, and they use it without great damage to the road; in fact, the constant pressure of wide tires of

automobiles preserves and packs the roadway and does not cut it as much as the ordinary tires on carriages.

Mr. EVANS. There is considerable difference—that is, in the revenue. The men engaged in automobile making and selling make revenue out of it?

Mr. BORLAND. The architects, of course, work for reputation; but they all have equal rights, in my judgment.

Mr. EVANS. The architects make no money in this case and the automobilists do.

Mr. BORLAND. I am not here to defend the automobilists or to deny that they are going to make any money out of this road. They are here in their own interest; but the automobilists are naturally anxious that good roads, model roads, and handsome roads shall be built; and the architects are equally anxious that handsome and model buildings should be erected, and I think they are entitled to the same consideration. There should be absolutely no greater and no less consideration for one than for the other.

The architects are circularizing the country at considerable expense against the proposed road, and the automobilists are doing the same in favor of the proposed road. The Grand Army and the American Federation of Labor and other societies represented here are advocating the road on purely patriotic grounds. All are entitled to a hearing and to equal consideration.

Now, I believe that the proportion, as I said a few minutes ago, of horse-drawn vehicles is getting less all the time, and will get less; and it doesn't follow by any means that a good road is exclusively for millionaires. That is not my experience and is not the experience of any man in this room. I went down last fall from Kansas City to Columbia, Mo., over the State road that we had recently opened, in company with a gentleman who is a bookkeeper in a wholesale house in Kansas City, certainly a man of modest fortune. For the last seven years he had owned a car and he had made tours all over Kansas, Colorado, New Mexico, and Arizona. That was his method of enjoying himself, taking his vacation, renewing his health, and appreciating his country. I have gone out into the country on my campaign with a furniture dealer in a town of 500 people, and you can imagine that such a merchant is not a millionaire. He had frequently bundled his children into his car and taken them on little excursions, and he and his family were going to take a tour down through the southern cities and had taken a tour from town to town in eastern Missouri.

In reply to Mr. Worthington, I want to say a word. I don't think, with all due respect to Maj. Judson, there is a \$20,000 road in the State of Maryland. If there is one, I never saw it; I should like to have him point one out; but there may be some in Porto Rico. That's where the Government builds our good roads—in Porto Rico, Panama, and the Philippines. There is no objection to the Lincoln Commission reporting on any other plan that I know of, but their present position is, under the law, that they are not at liberty to report upon this plan, and a great many people are interested in seeing that they have the power to report upon this plan.

Mr. EVANS. Couldn't that be obtained by striking out the city of Washington?

Mr. BORLAND. Oh, yes, but that wouldn't take away the objection that the Grand Army people and the other people make. The purpose is to get the very best memorial for Abraham Lincoln, and in regard to the local difficulties that are suggested that is a question that will be covered very fully in the report. I will say to my brother lawyer that the Constitution gives the full power to open national parks and national cemeteries and to condemn and acquire land for that purpose, and this would be an adjunct to the national park at Gettysburg and treated in the same way and produced in the same way, if necessary.

Mr. EVANS. How about the acquirement of the land?

Mr. BORLAND. There is no reason at all why the Government should not acquire the land. And I will say this, that as far as the Government having the power to build roads is concerned, that is one of the best settled propositions before the United States Supreme Court. When suit was brought to restrain the officials of the Government from paying money for the construction of the Panama Canal, Judge Brewer said the United States had full power to build a canal across the Isthmus of Panama, and that its power was as broad as the power to build roads. However, the question of interstate commerce power does not come into this matter at all. This bill rests upon the power to establish national parks or memorials. If there was any such power in the law, that power still exists under the same power that allowed the Gettysburg Park or any other park—the same power for the acquisition of property.

Mr. TOWNSEND. Was the power of the Government ever extended when they built the national highways?

Mr. BORLAND. At one time the power was questioned by a veto by President Jackson, but it was settled by the Supreme Court after that in favor of the power.



The first of these is the fact that the United States is a young nation, and that its history is a history of growth and expansion. The second is the fact that the United States is a nation of immigrants, and that its history is a history of the struggle for assimilation and the creation of a new American identity. The third is the fact that the United States is a nation of slaves, and that its history is a history of the struggle for freedom and equality.

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